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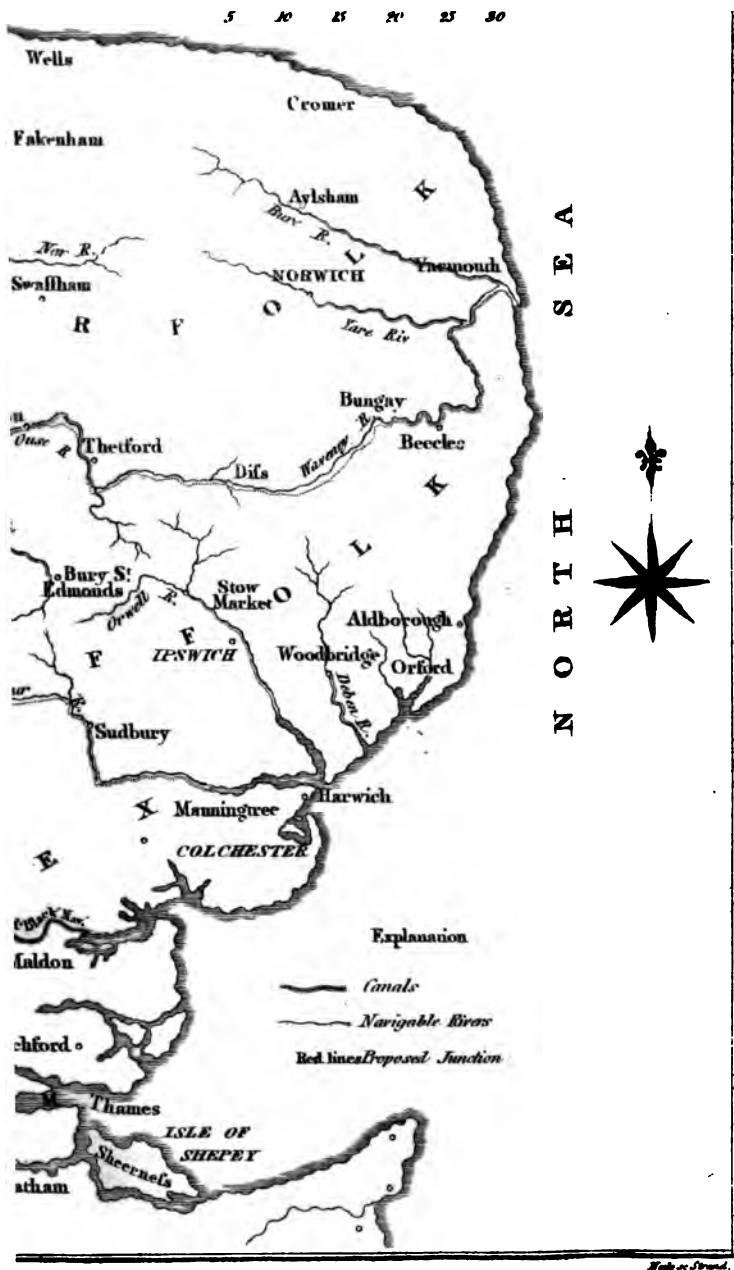
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1847

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A
SKETCH
FOR THE
IMPROVEMENT
OF THE
POLITICAL, COMMERCIAL, AND LOCAL,
Interests of Britain,
AS EXEMPLIFIED BY THE
INLAND NAVIGATIONS OF EUROPE IN GENERAL,
AND OF
ENGLAND IN PARTICULAR;
Including details relative to the intended
STAMFORD JUNCTION NAVIGATION,
To unite the Eastern, with the Midland and Western Counties of the
KINGDOM.

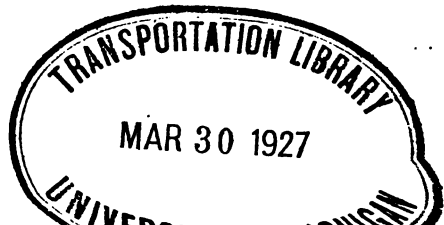
"The extent of the *Carrying-Trade* is in a manner infinite, in comparison of the Home Trade, and of the Foreign Trade, and is capable of absorbing the greatest Capitals."

Smith's Wealth of Nations, vol. ii. b. 2, c. 5.

Joshua
BY
J. JEPSON ODDY, Esq.
Author of European Commerce,

ILLUSTRATED WITH A CANAL MAP.

LONDON:
PRINTED FOR J. J. STOCKDALE,
41, Pall-mall.
1810.



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1850

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Transport.

TO
G. N. NOEL, ESQ.

SIR,

In addressing to your notice the following inconsiderable tract, I feel myself impelled by a two-fold obligation,—the acknowledgement of your favour to myself, and the conviction of your exerted interests for that Borough, in the canvass of which I am honoured by your support.

I am inspirited in no common degree by your candid and honourable avowal of the sentiments which operated on your mind in my behalf. When the circumstances of your anterior opposition to my election, at the severe contest for the representation of the Borough of Stamford in Parliament, nearly twelvemonths ago, is reconciled with a change, such as I, with gratitude, have experienced, none can question the purity of the source whence it emanated.

Your address to ELECTOR, while it seems with your characteristic principles, presents to my anticipating prospects the realization of *independence* to STAMFORD,

DEDICATION.

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which you have been pleased therein. to say would result from my election. No inconsiderable portion of my triumphant satisfaction proceeds from my having ranged on my side an auxiliary so important, in point of birth, property, honour, and discernment.

When you asserted, Sir, that your advocacy of my cause originated in a desire for "*a warm, not a withering policy,*" my efforts became incessant to promote the wish of your adoption to the benefit of Stamford and the neighbourhood. In the most flattering and honourable terms you have expressed your opinion with regard to my views; you have pronounced them to be

liberal ; and my intent in the subsequent pages is if possible to add confirmation to your previous statement. Allow me, Sir, to say, that I should be extremely deficient, not only in gratitude but in self-regard, if I neglected an opportunity of opening an additional avenue to your increased estimation and support.

Possessing as you do the valuable talent of properly appreciating such endeavours as the present, no one is more highly qualified, through the prefixment of a name, to give it its merited diffusion.

With sentiments of the highest personal

DEDICATION.

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consideration, and a pleasing consciousness
of your efforts for my cause,

I have the honour to be,

SIR,

Your very obedient,

and very humble servant,

J. JEPSON ODDY.

*St. James's Square,
London, Feb. 7th, 1810.*

SKETCH
FOR THE
IMPROVEMENT
OF THE
POLITICAL, COMMERCIAL, AND LOCAL
INTERESTS OF BRITAIN,
&c. &c. &c.

ANTECEDENTLY to the French Revolution, the precepts and routine of courts, in politics as well as in commerce, whether in peace or war, were understood and regulated by nearly one and the same standard, among the civilized powers of Europe. Political views were then paramount to all others; and, their consideration being exclusively territorial, commerce, unwisely, became an object of mere secondary estimation. Political *economy*, and those principles which constitute the real power and wealth of states, were but imperfectly understood and less practised.

The French Revolution, however, was produc-

tive of a general alteration in these matters, and avowed itself the parent of political doctrines altogether new and formidable in their nature. The extraordinary and terrific operations of an era, so dreadful as that of the revolutionary concussion in what was formerly France, carried ruin and desolation, not only within its sphere, but, out of it, produced the fall of empires, kingdoms, and states, previously considered as unrelated.

Britain, from its insular situation and the new state of things, cultivated all the benefits arising from its natural security, and sedulously improved those advantages from which continental Europe became excluded. In this novel construction of affairs, it is found that our commerce, creative of wealth and power, has nerved those sinews by which we have been enabled to make head in a struggle, unprecedented in its nature, in its magnitude, and its object: and, while the independence of the other European powers approximates to decay, ruin, and desolation, the soil comprised within our seagirt boundaries has evidently proved to be the healthful asylum of consumptive liberty. When the last year added to the reiterated defeats of Austria, and the entire submission of mutilated Sweden increased the number of states already subject (as far as the arbitrary dictation of his policy could make them) to the conqueror of continental Europe; when the only remaining powers of Spain, Por-

tugal, and Turkey, are upon the point of swelling the account of the fallen; when, in short, the entire continent of Europe, under the sole controul of the gigantic Gallican power, presents a necromantic circle of dominion; out of which we are exorcised; when no ingenuity can devise either a rectilinear or curved approach to its circumference; then is our situation indeed become serious in the extreme. No friendly balance by alliance, in Europe, or its free intercourse of trade is any longer contingent to our solitary exertions. Nor are the prospects less portentous and imposing on the whole continent of America, though in their respective bearings, distinct interests, and probable results, of a widely different nature; but at the same time of the greatest importance to the interests of Great Britain, and to the world in general.

The new world is not yet, according to the nature of things, emancipated from its minority. There must be some dependence on the parent; and, in fact, the causes which operate unfavourably on the tenure of the one, must prejudice the entailment of the other.

No dominion, of human policy, can be so fatal to the fabric which it rears as the investiture of a supreme power in a *body* of speculative projectors. Of this opinion no stronger demonstration can be given than the dissolution of

the celebrated *Hanacatic league*! The British India Company have farmed their commerce at a rack-rent, and is it wonderful that oppression, avarice, and ambition, should create division, and division ultimate estrangement?

Seemingly pregnant with great events are the future prospects in Asia, where our immense empire has not only been menaced, but actually endangered, by the feuds and dissensions which fatally subsist between the military and civil powers. Our Eastern *dependencies*, from this convulsion of dangerous policy, will hail the day of non-existence under that name, more than from all the machinations and intrigues of France, or the most strenuous efforts and prone defection of the natives.

Nearer home we have to contend with an enemy possessing not only the most fertile but capacious and prompt mind, aided by the most extensively-powerful resources that history has ever recorded, at the disposition of one man: add to these, a hatred the most inveterate towards this country, and a studied bent towards its destruction, if not by immediate, yet by progressive and subtle steps. The total is an alarming summary of the powers, views, and possibilities, within the grasp of this Hannibal in policy, tactics, and national hatred. Of their agency and extent we have annually but too many convincing proofs.

At the commencement of the present war many powers, then amicable to us, have been converted, by our inveterate foe, into his submissive allies, and others are permitted to exist but as conquered vassals. To particularize by denomination is useless; there is only one single *sweeping statement*,—the *whole* of the European continent is now nearly subdued, and shortly will be subject to the controul and direction of one vast, active, and vigilant power; and I need not say that power is France.

The name of the French will shortly be absorbed in that of the *Western Empire*, in which the light of political liberty will possibly set for ever.

We shall then be shut out from all direct or open intercourse and traffic with the European continent. Its whole maritime line of frontier, (including the multifarious naval resources of its interior,) extending from the White Sea to the Dardanelles, and even along the northern shores of Africa, comprehending the whole population of the continent, will be brought to act against us, united in one powerful phalanx, as it were, at the immediate motion and direction of France.

From the past we may judge of the future. Every stratagem and every effort that human genius and daring intrepidity can devise will be exerted against us, not for the simple purpose

of humiliating us into a negotiation for a fair and equitable peace, but to accomplish our subjugation. The celebrated denunciation of "*delenda est Carthago*," made by the Romans against their great commercial rival, is modernized by the artful Napoleon, and directed against this country with as much popularity *as currency on the whole European continent*, and other parts of the world where his influence can reach. These are awful truths and melancholy prospects.

It is, in fact, no longer a war of mere emulation between two powerful and independent nations, mutually calling forth their resources and energies, to acquire reciprocally an honourable and solid peace, or those advantages from one side, which would be highly gratifying to an ambitious enemy on the other. No: it is the mighty and unintermitting effort of a colossal power, boundless in desire of aggrandizement, and steadily aiming at the exhaustion, or rather destruction, of the only remaining independent *state*, which bars its way to the attainment of universal dominion.

I again repeat that our intercourse with the European continent, in a free and unrestricted manner, may now be considered as very precarious, if not totally lost to us, notwithstanding those apparent relaxations in the commercial code, which the enemy, in his wily web of policy has recently thought proper to announce. Our government, no doubt, will grant such circumspect facili-

ties towards encouraging and promoting a commercial communication with the continent as are best adapted to existing circumstances, and calculated to frustrate the new views and policy of the enemy.

Excepting the means afforded by the Mediterranean, we shall be excluded from all intercourse with the south of Europe; but through this important inlet between Europe and Africa we may, with care and address, make it capable of yielding as great advantages to national benefit and commercial enterprize as are to be derived from any quarter of the globe.

By this key, it appears quite practicable to establish that commerce, by the Levant, with Persia, which has hitherto passed through Russia, where it is loaded with heavy imposts and charges. Yet the Russo-Persian trade of this country has exceeded upwards of half a million sterling annually, notwithstanding all these disadvantages. With the Greek Islands and the circumjacent coast, with Turkey, the south of Germany, and the Barbary powers, (even to the interior of Africa,) our commerce through the Streights might be considerably augmented. Its former channels, by means of Venice, Leghorn, Genoa, and Marseilles, and along the European shores of the Mediterranean, and the northern coast of Africa, might equally well, and with greater security, centre in the islands of Malta and Sicily. Sub-

sequent policy will probably induce the necessity of coalescing the latter island with the British possessions. It can only in its present state of occupancy be a mere useless appendage to the parade of royalty. The imputation of perfidious seizure on our side would be best rebutted by the alternative of French mastership, and the consideration of that imprudent expense, so uselessly bestowed by us heretofore in maintaining it without the intended effect. Those islands would be secure depôts, or entrepôts, for British produce and manufactures; as they would indeed become the general mart of Europe, Asia, and Africa, under the protection of our navy *only*.

In a sketch of this description, a complete analysis and accurate calculation of the past and present returns made through the Mediterranean trade cannot be expected; neither would it be fair to look for a minute detailed account of what it may become hereafter; but that it has been greatly neglected is true, and that it might be considerably augmented is most certain.

The amount of the whole trade to and from Great Britain to all places within the Steights of Gibraltar was, in the year 1802, upwards of 4,000,000*l.* sterling in exports, and 1,800,000*l.* sterling in imports. But such was its neglected state, in the year 1806, that our *exports* were *only* 1,065,000*l.* whilst our *imports* continued nearly the same as in 1802. In the last-named year, 952

British and 219 foreign ships entered inwards and cleared outwards in Britain; while, in the year 1806, the entrances and clearances were, of British vessels, 135 only, but of foreign 583!

Without pretending to estimate the extent of the trade, capable, by means of the Mediterranean, of being cultivated, it is impossible here to enter into minutiae. I believe however that from 7 to 8,000,000*l.* sterling, per annum, in the exportation from Great Britain, would not be a probable excess, particularly if we compare our former trade with those parts, and also consider that the share which Spain, France, Italy, Persia, Asiatic-Turkey, and Africa, had, would be subject to our entire engrossment; taking also into account the population of those countries to which British produce and manufactures would of necessity find access.

But there is a greater political object to be attained, at a comparatively trifling expense, for the interests of Great Britain in that quarter, whenever the Cabinet, in the Foreign Department of Downing-street, shall have leisure to direct its attention to so *important* a subject.

It may be said of commerce, "*that, as one door is shut another will open.*" Though we are likely to be excluded openly from the markets of continental Europe, yet we shall find the whole immense American Continent, in its wide extent and vast population, amply to compensate in the consumption of our produce and manufactures.

The colonies of Spain and Portugal, severed from the subjugated mother-countries, will become independent States, destitute of manufactories and resources, and of political ties in the first instance. What alliances can they form, or where can they look up to for aid or protection, but to Great Britain? She can best guard the elementary approaches to their freedom, and, from her own interested vicinage in the New World, will most zealously court and improve the new-born connection.

The commerce of Great Britain with Portugal, previous to the emigration of its Court, was permanently about 1,170,000*l.* in her exports, and her imports from thence averaged about 920,000*l.* sterling, per annum. Our intercourse with Spain has been subject to frequent vicissitudes since the French Revolution. The imports from thence to this country have been generally about 700,000*l.*; and, in times of friendly intercourse, previous to the present alliance, our exportation thither has annually amounted to from 1,000,000*l.* to 1,300,000*l.* sterling. The *indirect* commerce of British adventurers to Spanish America, during the same period, was, in the amount of the exportation, nearly 300,000*l.* and our imports in goods about 200,000*l.* sterling, per annum, whilst the specie went to other quarters, for the purchase of produce, to some advantageous market in Europe.

But what is worthy of observation is, that, in

the year 1807, the year previous to the American Non-Intercourse Act, the exportation from the United States of America to the Spanish colonies in that quarter (*although an illicit trade*) was chiefly in *British produce and manufactures*, and amounted to the sum of 2,200,000*l.* sterling; whilst the value of their own produce exported to the same quarter was only 558,000*l.* sterling; which is an evident and convincing proof of the great predilection in favour of British articles.

There cannot be a more striking illustration of this position than what is exhibited in a Statement of the Commerce of the United States of America, in the year previous to their Non-Intercourse Act, or Embargo, in which year she exported to the various European markets at rivalry with us, of colonial produce, to the amount of 8,944,400*l.* and of her own to the amount of only 7,138,800*l.* sterling. Since the Non-Intercourse Act of the Americans, there has been no competition against us in the European markets; and this fact alone, with the foregoing statement, and the operation of our licences in facilitating the superfluous produce of the enemy being brought to this country, (taking specie in return for payment, instead of the proportionate quantity of merchandize,) all accounts at once for the great excess of revenue in our national treasury for the last half-year. But, though the public revenue may have been benefited, it is

probably at the expense of the metallic circulating medium, which of late has disappeared. What has considerably contributed thereto, has arisen in some measure, from the effect of the orders in council, which has produced a ruinous exchange on the continent against us, and from our having received all the superabundant produce of the enemy in foreign vessels: the amount of the freight has been taken back in *specie* to an immense extent. The freight, for instance, paid from the Baltic in British vessels, after the French Revolution, was 35*s.* per ton, whilst we have paid, in *specie*, last year to foreign vessels, at from 28*l.* to 32*l.* per ton, for the very article of hemp which we could raise at home.

Great Britain, no doubt, for her colonial produce, has not only experienced an unexpected demand in the European markets, entirely through the policy of the United States of America, but from others in different parts of the world, to which by her neutrality America had access; including the British possessions, the Spanish, the French, the East and West Indies, and even China;—to all which quarters America, in the year before-mentioned, exported of her own produce 3,840,000*l.* and of foreign produce and manufactures entirely European, and a great share British, 4,275,000*l.* sterling.

By the Non-Intercourse Act, as it is termed, the Americans have shut themselves out from partici-

pating in the general commerce of the world, and thrown so much directly into the lap of Great Britain, and directly and indirectly to our colonies and possessions. Our American colonies in particular have been benefited by the employment of from 50 to an increase of upwards of 500 sail of shipping the last year, occasioned by the Embargo-Act of the United States.

It is not only the advantage in articles of traffic Great Britain has derived by the policy of America, but the British ship-owners have profited in an extraordinary degree by the measure. The aggregate quantity of shipping of the United States was 1,397,265½ tons, in 1807, and in the same year the quantity of tonnage of England was only 1,797,182 tons, but that of the aggregate of the United Kingdom, and its plantations, 2,281,621 tons. So large a proportion of American shipping excluded from general intercourse is not only highly favourable to the British shipping-interests, but likewise to the trifling quantity of other European shipping, rendered neutral by British licence and protection.

The aggregate exportation of America, in the year 1807, was equal to 24,377,400*l.* sterling, nearly one-half of which was in her own produce, and the rest the produce and manufactures of Europe. America has therefore by her policy forced that quantity of trade upon us, which we should not otherwise have had, and which accounts,

for our apparent increased prosperity, under all the external difficulties with which our commerce has laboured.

It is not only our revenue which has been benefited by American policy, but our manufactures and produce have found new channels to those markets, whither they were formerly conducted by the Americans themselves, on account of their neutrality. And our own islands in the West-Indies, as well as our colonies on the American Continent, derived considerable advantages from this interdict of intercourse, through necessity occasioning the production of their natural resources, which will of course now continue beyond the period the United States shall keep aloof from friendly and commercial relations.

From America, we will again turn our eyes towards Asia. Should the legislature, in its wisdom, so model a perfectly new system of government and policy for our Indian possessions as shall be calculated to increase the general advantages of the country at home, and strengthen our power and increase our influence abroad, by making a free and open trade with Great Britain, then there will be created a greater demand, by individual enterprise and activity, for our domestic produce and manufactures. By such a procedure we shall derive increased commercial benefit within ourselves, at the same time that we shall acquire greater political and commercial influence with

other powers, by putting these possessions on a colonial instead of a monopolizing system. The present mode of ruling India is not only systematically impolitic, but ruinous to the direct interest of the country.

Having the command, as the British India-Company have hitherto had, of such an immense empire, with a population of nearly sixty millions of souls, there appears something unaccountable, that the exports of our produce and manufactures to India should amount only, in official value, to about two millions sterling per annum. If the field were left unconfined by the walls of exclusion at present drawn around it, and opened to the daring spirit of British genius, national benefit in a considerable degree would be the immediate consequence of this national disenthralment. In the British exports to the East Indies, I have not taken into account the great quantity of bullion and specie, annually sent out of this country, to the amount of from 6 to 800,000*l.* sterling, which, together with the heavy bills drawn on the company from China and India, in lieu of payment in British produce and manufactures and other causes not to be detailed here, has contributed to the scarcity of the circulating metallic medium at this time at home. The importation of the East-India Company, till within the last few years, was, upon the average, about six millions sterling per annum in official value, but it fell suddenly to some-

thing more than half that amount. Two causes may have contributed to produce this great alteration: first, the rapid increase in magnitude and amount of the cotton-manufactures in this country, reducing not only our domestic consumption of piece-goods, but the foreign exportation too, supplied by the cotton-twist, which but ten years ago was an entire new article of export, but which has become one now of great amount, and is permitted to importation by the enemy.

The next and most important cause originated in the advantages enjoyed by the United States of America of trading to India, in which commerce she entirely supplanted, without comparison, the British India-Company in all the European markets by the neutrality of her flag, consequently lower freights, insurance, and wages, and chiefly upon British capital and credit. The Americans, by the European manufactures and their own produce, as I have already stated, ran directly to the Spanish main, where they received hard dollars in payment, at about 3*s.* 10*d.* per piece, with which they made immediately for China and India; and, as ready-money purchasers, had no competitors in the quality of the article best suited for the European as well as American markets. The British India-Company, loaded with the expense and support of their government, sending out dollars purchased in the London market at 4*s.* 8*d.* and 4*s.* 9*d.* per dollar,

such an immense difference, with the great disadvantage of exchange to the Company in the drawing of bills from China and India, for what was deficient in the amount of the export of British produce, manufactures, and bullion, — higher freights and charges paid by the Company and higher cost of specie sent out than paid by the Americans — are all incontrovertible evidences and causes of the declining commerce of the Company. To this even British capital has most essentially contributed by the American flag, under which the London, the New York, the Paris, the Amsterdam, or other capitalists, had equal advantages. This is all owing to the monopolizing charter of the Company, which grants to foreigners and *foreign flags* those advantages *denied openly* to British subjects and British capital. The Americans had, previously to the Non-Inter-course Act, nearly an equal quantity of shipping per annum, from India and China to America and Europe, with the British Company.

Singular as the opinion may appear, the independence of South America will, in defect even of an earlier cause, most materially affect the existence, if not bring about the dissolution of our East-India-Company. But, as the compact with government stipulates for three years notice, from the 11th March, 1811, the subject will in due time become a matter of general consideration to the political, commercial, and manufacturing interests of this kingdom; and will open an ave-

nue of the first importance to the enterprising spirit of our manufacturers, merchants, and ship-owners.

It is not intended here, because it is not possible, in a narrowed tract like this, to enter into minute details on subjects of such a general and complicated nature as those which I have thus briefly noticed. They are merely brought forth as suggestions submitted to the serious consideration of the legislature, and so far necessary, as they will tend to shew to the country, that there are in store vast openings and new markets for our manufactures and produce. To promote and foster them by every possible encouragement is obviously necessary, when they become the great staple of our hitherto dormant and unexplored resources. If we take an unbiassed view of our present political situation with the various powers on the Continent, or rather when we contemplate that there is but one power on the European continent. If we view the United States of America, the Brazils, and Spanish America, and lastly the East Indies: our prospects are of a perfectly new and partly an obscure nature, but sufficiently obvious, however, to make us look carefully to those means and to use those exertions which can best secure our independence, maintain our power, and promote our prosperity.

To secure these important objects, let us scrupulously attend to our domestic resources, the first

and greatest of which is sustenance. Although much has been done in agriculture, since the board for its encouragement has been established, we have yet in England upwards of twenty million acres of land, * which no plough has ever touched, besides many millions of acres susceptible of a more perfect cultivation; all of which, by our energies and industry, may be made to furnish the kingdom with immense wealth, and render us independent of all other nations for the necessities of life, as well as afford the materials requisite for our naval, military, manufacturing, and commercial, purposes. The encouragement to agriculture in this kingdom is great, when the average price at which foreign grain can be imported for consumption is fixed so high, (whether prospectively political or not, is not here the question,) but it furnishes present encouragement to the object now recommended. In a national point of view, it is however of the very first importance, as the means of acquiring sustenance must always regulate the population, the wealth, and the power, of a state. Agriculture and manufactures will then go hand-in-hand, and will bear the same auxiliary relations one to

* As the great Adam Smith has observed, the cultivation of land is creative of a two-fold revenue, namely, of remuneration and provision. Of what importance is it not then to bring this source of national aggrandizement into action?

the other as the navy to our commercial fleets, and *vice versa*. It must be owned, however, that our manufactures have been the great cause of our rapid wealth and power, therefore the greatest encouragement and care should be given to foster and promote them; one half of the amount of the manufactures which we now export may be said to be new to us, insomuch as they are articles which were unknown to commerce a century and a half ago.

At the close of the American war, the amount of the exportation of our domestic produce and manufactures was only about nine millions sterling; but, at the commencement of the French Revolution, the exportation had already increased to fifteen millions sterling.—Since that period, our manufactures have proceeded *æquis passibus* with our wealth and power, or rather the latter have been created by the former; and, notwithstanding all the obstacles and prohibitions on the European continent, the amount of British produce and manufactures exported, on the average of the three last years, has been twenty-six millions in official, or about forty-two millions in actual, value.

At a period when American intercourse is deemed, in fact, more necessary to the parent than to the child, it may not be supererogatory to establish by proof the contrary position.

The Americans have been enabled, entirely by

the means of British manufactures obtained on long credits (forming a false capital on their side,) to extend their commercial operations. Notwithstanding the population of the United States, and the supposed consumption therein of British manufactures, the quantity is less in reality than has been estimated. The amount of British produce and manufactures exported to the United States of America was, in the following years, ending 10th October,

	From Great Britain	From Ireland
1806	£7,830,064	£188,727
1807	7,264,212	126,520
1808	3,798,337	9,440

From these facts, some estimate may be formed of the amount the United States have re-exported in their trade to these quarters, which I have before mentioned. Thus it is evident that America has no great capital, independent of her reliance on the mother-country.

As to the importation into Great Britain of produce from the United States, we could be wholly supplied from our own plantations in North America with the very same articles. Cotton-wool is the only exception; for this article we have paid the United States upwards of two millions sterling, per annum, for the last three years. We can have it in sufficient quantities, however, from our own colonies in the East and West Indies, and other quarters. For grain and

four we have paid annually to the United States considerable sums; and in 1807 our payments in this way were upwards of 900,000*l.* sterling, from our own folly in neglecting our domestic agriculture. Upon the whole, in the exportation of British produce and manufactures to the United States, however specious the appearance may be, of a greater balance left in our favour than the amount we take in produce, or articles of traffic, in return; in this instance, the causes already stated enable us not to reckon upon the numerical difference in amount, but the indirect results as more favourable to the United States than to Britain.

Should the federal system of that country hold out, it will become a considerable power, and no doubt realize the hopes it has long entertained, of possessing all the British and other West-India islands. On this account I have always held in view the abolition of the slave-trade as a measure of the soundest policy, exclusive of humanity. It should be a warning also to the British capitalists to withdraw their property in due time, as it will be employed much more advantageously in India, where the same articles can be raised at a third of the price that they now cost the producer in the West-India islands.* Upon this

* In the instance of sugar, the finer and inferior sorts, upon the average first cost, can be raised in India, at from about 8*s.* to 10*s.* per cwt.

principle should the United States ever occupy these islands we shall be enabled to make the conquest of little worth, by under-selling them in every quarter of the globe.

Spite of the darkened cloud which hovers over our horizon, let us call forth the immense natural and artificial resources we possess, to strengthen our political consequence, and give weight to our commercial importance. Let us only consider the wealth that may be derived from our soil, by the raising of grain for consumption, the growing of hemp for naval purposes, and the rearing of flax for the linen manufactories, besides timber for all requisite purposes. The mineral and subterraneous treasures of our island, as iron-stone, coals, &c. &c. are also sources of great national enrichment. In like manner are the streams, rivers, *inland-navigations*, and the several fisheries on its coast, all which, with proper management and industry, can be made contributory to our opulence and prosperity.

To illustrate these resources in a more striking point of view, it may be observed that a piece of iron-stone, taken out of the earth, and not of one penny value, may, by art and labour, be manufactured, so as to produce eight hundred pence. When a fleece of wool, which shall not cost ten shillings, shall produce cloth to sell for ten pounds; and when a set of the best English China, which shall sell for two hundred pounds,

is made, in Staffordshire, out of a foot of solid earth; what resources may we not conclude from such premises of fact, to exist in this country, if we would but bring them forth, aided by industry, enterprize, and capital, with the judicious division of labour, and mechanical facilities daily discovered and exercised?

Amongst the most valuable and important discoveries of the present day, is that valuable analysis of coal by a chemical process, yielding an inflammable *gas*, with which we can light our houses, streets, and manufactories, instead of using tallow or oil, of the former of which there has been annually imported to this country, from Russia, to the amount of upwards of two millions sterling. The oil, which is the produce of our fisheries, we might export abroad to the amount of upwards of four hundred thousand pounds each year; whilst the *gas*, as above obtained, would afford us a light and a degree of brilliancy much superior to either oil or tallow, and at a very trifling expense. The coke, which is the produce of the coal, is applicable to all the purposes of the latter, in a more useful and convenient state. There is besides obtained, from the combustion of this simple mineral, a supply of pitch and tar, both infinitely superior to what we import, and its produce exceeding in quantity. The next practical resolution is into ammoniacal liquor, an article highly esteemed by

our dyers; besides several other products almost beyond the belief of one who has not heard or read the evidence exhibited before a committee of the House of Commons,—documents which must do away that prejudice so unjustly entertained against this most valuable discovery, which is certainly one of the first in point of national importance. In fact, its merits and the items of apparatus and operation require only to be known and understood, in order to be appreciated. Prejudice will vanish before comprehension, and its principles of general application and utility will be universally admitted and adopted.

Susceptible of high cultivation as the soil of England is, and abounding in different parts with various materials requisite for our manufactures and commerce, of what avail would these be comparatively, were it not for the expediting advantages of canal navigation, by which internal traffic can be carried on, and intercourse with the most embosomed districts maintained, at the cheapest possible rate. By this medium all the ports may be connected through the interior; the raw material can be brought cheap from a distant quarter to the place where there are local advantages for manufacturing; and we may convey the manufactured article from thence to the maritime towns for exportation. By the formation of canals, intersecting the kingdom at different points, and the union of navigable rivers,

the greatest inducement is held out to agriculture and manufactures, as the products of both meet with a more reasonable and facilitated conveyance than by land-carriage, which, from its extraordinary expenses, saddles our commodities with burthens retarding the progress of sale at the foreign markets.

At a period when the rise upon every article, either rude or manufactured, necessarily from the involvements of war, outgoes its progression with improvement, it may not be amiss to take advantage of the general doctrine experimentally conceded ; namely, that the real price of the article is diminished proportionably to its improvement. If then *this* scheme of *diffusive* amelioration be resorted to, is it not logic and common sense to infer that a diffusive depreciation of commodities must ensue?

These are public considerations, in which every individual of the nation becomes interested. In the projection and execution of inland navigation the French at this moment are particularly employed ; they consider it as one of the most important objects to the country, and they devote the most incessant application to its furtherance. The measure however, in France, is different, as to necessity and urgency, from what it is here : in the former, it is only a preparation for an *expected* guest, but, in this country, it should be considered as the indispensable accommodation

of a *long-resident inmate*; ; I need not say that I allude to commerce. To Great Britain, the national prosperity likely to be promoted thereby will be more amply detailed in the following section, to which I impressively solicit the reader's attention, and that of the legislature in particular, at this truly momentous crisis.

The wisdom of calling forth all our domestic resources, susceptible of extensive public and private benefit, must be universally felt and acknowledged. It is on these principles, therefore, that I claim attention to the project, which I shall presently have the honor to detail. It is one not of a local advantage, but of general public interest, replete, from its natural adaptations, with the greatest national benefits. I mean, the **INTENDED STAMFORD JUNCTION NAVIGATION**, which is to **CONNECT THE PORTS OF BOSTON, WISBEACH, and LYNN**, and the **EASTERN** with the **MIDLAND and WESTERN COUNTIES** of the **KINGDOM**.

It is universally allowed that to our navy alone we are to look up for our political importance, our safety at home, and the preservation of our wide-extended and separated limbs of empire. Upon this bulwark depends (and may it ever remain) the commerce and prosperity of Britain.

Amongst the more than ordinary advantages which will be derived from the execution of these projected canals, will be the connection of three of

our most highly cultivated counties in the eastern part of the kingdom with the interior and manufacturing district. This projected line of navigation will pass through that part of the country which, from its nature and locality, is best adapted to the culture of hemp and flax, already produced there in a more considerable quantity than the rest of the kingdom taken together. In addition to this, by proper attention and encouragement, the above-mentioned district may be made capable of furnishing a sufficiency of requisites both for our naval upholdment and commercial purposes, without at all diminishing the production of grain. In this manner we may in fact become altogether independent of foreign supplies in these two essential articles, raised within our own island, with the contributory assistance of the sister-kingdom* and our own plantations.

The policy of encouraging inland navigation in England *generally*, and the great public and private advantages to be derived from the *present*

* An Act of Parliament was passed last Sessions for reclaiming the bogs in Ireland, and bringing into cultivation vast tracts of land, for the purpose of raising hemp, flax, and corn, and for planting the wastes not otherwise susceptible of culture. About one million and a half acres, it is supposed, will be rendered useful, and improved by canals to be formed at the same time, for the purposes just mentioned. These bogs are at present of by no means a comparative value with the attainment of such desirable ends.

projected one *in particular*, will be more fully shewn in the subsequent sheets. It may not, however, be irrelevant here to observe, from what has been already said, that should such a combination of circumstances and events take place, as are not improbable in this wonderful era, whereby the free and open trade with the western hemisphere should be restricted in its exits and its entrances to the western side of this island,—in accession to the commodious and improved ports of Bristol, Liverpool, and others looking forward to similar advantages, will it not be the soundest policy to make the most easy navigable communications from the western to the eastern coast, by intersecting the interior, and thus connecting one port and district with another generally? These will be the best means of facilitating commercial enterprize, and conveying, at the cheapest rate, our own produce and manufactures from one quarter and port to another, either in the way of import or export.

To sum up the whole, exclusive of the almost incalculable advantages, public and private, to be derived by the facilities of inland navigation, in bringing of waste lands into a state of culture, the raising of grain, hemp, flax, and timber, in requisite quantities, respectively, the working of our mines of iron and coal, the produce of our coasts, in fish, oil, &c. the introduction of articles upon which the poor can exercise

their industry, and the consequent reduction of that national evil, the Poor-Rates; together with the manufactures which can with ease and certainty be introduced,—will altogether give to the nation little less than the enormous sum of twenty-seven millions annually.*

Again I repeat the declaration of our vast and untold resources. Let measures of a salutary policy be put in practice, and, like the moral of the oriental merchant, it will appear that riches are only evanescent when mismanaged, or confidence misplaced. But we must have recourse to great and new expedients, commensurate with the present unparalleled and extraordinary state of things, or the odds ere long will be fearfully against us.

Yet, if many evils are corrected; a temperate and constitutional reform in our parliamentary representation be speedily effected:—If injured and oppressed Ireland be ameliorated in its condition, and its population be allowed to participate in those rights, to which it is entitled as an integral part of the united kingdom, from policy, as well as from justice: If a more perfect and faithful system for the speedier administration of justice in Scotland be established, the want of which has been the cause of the backwardness of foreign as well as domestic trade in that kingdom, and a disgrace to the

* See the statement specifically made, under the respective items in a former work upon European Commerce.—Page 612.

present civilized era : If we be truly congruous and united : If our navy be carefully kept up, and continue to execute by its valour those objects to which it shall be directed by wisdom, justice,* and policy :—If we husband and

* By the agency of our navy I would be understood to imply its fair and open competition with the rival powers of the continent, *mare aperto*,—not the impolitic and unjust inveiglements, with which our administrators have adopted the unfair precept,

“ *Dolus an virtus quis in hoste requirat.* ”

The confiding and deluded Dutch have signally experienced this warfare of broken faith and subversion of maritime right. On two occasions, previous to the declaration of the late and present war, this entoilment of their shipping and merchandize, under the claim of crown droits, amounted to the sum of two millions sterling. The importance of this subject merits separate consideration, which in some future sheets shall be devoted to it.

I could here introduce the subject of unjust capture again, in the case of the Spanish frigates, to the amount of more than two millions two hundred thousand pounds. Under every circumstance, however, this was not so strong an infringement as the former. The Danish confiscations, under similar pretences, are trumpeting instances of maritime tyranny : the amount of property disposed of in their case is not perfectly ascertained, but with the rest it shall be an object of future embracement. The aggregate, however, of the Dutch, Spanish, and Danish, cannot form less than the immense sum of betwixt six and seven millions sterling, under the title of “ droits claimed by his Majesty, either in right of his crown or in right of his office of Lord High Admiral,” for property detained in our ports and brought in from sea, PREVIOUS to any declaration of hostilities !!! How are these sums appropriated, beyond the million taken by Mr. Pitt in 1796.?

improve the management of our neglected finances, and bring forth our internal means, taking care to improve those opportunities which present themselves,—we may without panic weather out the lowering sky and gathering storm. Nothing, however, should be left to the fortuitous direction of chance. We should instantly prepare for the encounter of the worst evils which can possibly befall us; and having ballasted with-caution, we may expect to sail secure and triumphant in the favouring gale.

Under the impression of such facts, such perplexities, and such possible retrievements, these humble suggestions are confidently obtruded upon the world.

ON THE
NATIONAL ADVANTAGES
OF
INLAND-NAVIGATION,
TO
AGRICULTURE, COMMERCE, &c. &c.

THE history of the earliest period to the present day, authentically confirms the resultive fact of national felicity keeping pace with national improvement; in no instance is this effect more strikingly portrayed than in that of INLAND-NAVIGATION.

Though unacquainted with the mechanical improvement of passing vessels, to and from one level to another, yet the early Egyptians, by means of the general plan, contrived to secure its general benefits. It may here indeed be observed, that the relative situation of countries, with respect to their domestic commerce at such a period,

required not the practice or the use of such improved mechanism.

But without farther trespassing on the chronicled efforts of this people, together with the Greeks and Romans, we shall advert to the ingenious labours of the Chinese, a nation which appears, from its nascent to its present hour, to have assiduously courted the favours of its inland-navigation. This portion of its policy has, in fact, from prescriptive antiquity of culture and presumptive remuneration of effects, been even held sacred. The Chinese, unlike the other falsely refined nations of the earth, philosophically cultivate the worship of systems, tending to an increase rather than a consumption of true political resources. No country in the world is so widely intersected by, or has, such extensive interior canal-communications, and consequently more internal traffic than this. No private property of any description, including even the gardens, pleasure-grounds, and plantations, of the emperor himself, is excepted from that rule of public accommodation. When the line of any canal, interferes with his most valued conveniences, the imperial patriot is the first to delve into the ground of his attachment, while he delivers the following sentiment, worthy the father of his country; “ *This* “ *is to let those of inferior situations know, that* “ *no private pleasure shall obstruct the public* “ *good.*”

The very springs and rivulets which in any place, and in any manner, can contribute to the benefit of canals, are primarily devoted thereto. These are grand precepts for the imitation of the landed proprietary of these kingdoms, if not needful, to be adopted as a settled principle of the soundest policy by the legislature. But how often do the most laudable plans of public enterprise and benefit become regulated as to retardment or progress in this country, by the mischievous caprice of supposed damage to individual interests? These are not, however, (thank heaven,) feudal times; the unit is absorbed in the million, and practised experience teaches that the benefit of the whole is always repercussory to that of the individual. Such an obstacle to general prosperity might be obviated in the difficulties, delays, and expenses, of obtaining a *particular*, by ONE GENERAL LEGISLATIVE ACT.

When commerce was driven from the shores of the Mediterranean, where it first flourished in Europe, and fled from Portugal to take up its abode in Flanders, the spirit of forming canals and promoting internal navigation occasioned an increase both in its foreign commerce and domestic manufactures. These acquirements gave a stimulus to agriculture; and although, from political causes, commerce was subsequently expelled from Flanders, yet the canals remain a grand and lasting *memento* of its former splen-

dour and opulence, and now serve the beneficial purpose of facilitating the agriculture of that garden of Europe.*

Let us carry our sight now to a review of the European states in the present day, regarding their negligence of, or attention to this great system of aggrandizing policy. The sequel of the considerative tour will evince the effects of the different modes of action: those countries which adopt the plan, acknowledging the powers of circulation from the members to the heart, while the non-complying exhibit the mortification of torpidity, fatal to their importance and existence.

Russia, scarcely emerged from barbarism, at the time of Peter the Great, under his auspices possessed a very extensive line of inland-navigation; and it will scarcely be credited, that this period was seventy years anterior to any idea of canal-navigation in this country. It is wonderful to the inquisitive mind to behold the connexion and communication, by means of inland-navigation, in that great empire, from Archangel on the White Sea, from the frontiers of China, and even from the Caspian and Black Seas, together with that of

* This change in their application illustrates Hamlet's moral observation: —

“ Imperial Cæsar, dead and turned to clay,

“ Might stop a hole to keep the winds away.”

Azoph to Petersburg direct, and to the Baltic, by means of canals connecting the immense and numerous rivers.

Sweden, as early as the fifteenth century, attempted many inland-navigations, and, long before any efforts of a similar kind in this country, completed several. However, the design of making the Gotha navigable into the Wener-lake, by means of the lock, or sluices, at the cataracts of Trollhåta, cut out of a solid mountain of stone, and aided by a canal for some distance, running through a solid rock, only completed a few years ago, is one of the most magnificent and stupendous works of the kind in Europe, or perhaps in the world. Astonishment will, however, increase, upon a comparison with the erroneous system adopted, and too generally prevalent in England, when it is stated, as a fact, that the expense of its completion did not amount to more than one half of the estimate and sum subscribed, although the efforts of centuries, with the expense of several hundred thousand pounds, could not previously accomplish it! This new project, so creditably and honourably executed, was brought forward by my worthy friend Sir William Chalmers, a merchant at Gottenburgh, and governor of the East-India-Company of Sweden.

A plan had long been entertained, by Baron Von Platen, to avail of so great and unexpected a facility, by making a great inland-navigation

through the heart of Sweden, from the Lake Wener to the Wetter, and thence to the Boren and Roxen lakes into the Baltic Sea. Having published some tracts on the advantages of such a communication a few years before, I had the honour to pass some time with the Baron, at Stockholm, in the winter of 1808, when I was informed that Mr Telford was fixed upon to make the survey: the latter gentleman is the same who is engineer for the intended Stamford Junction Navigation Company. Even the government of Denmark, thirty years ago, participated in the general spirit, in Europe, for inland-navigation, wherever the natural facilities in her dominions would admit of its introduction.

The canal of Rendsbury, through Holstein and Sleswick, connects the Baltic with the German Ocean, and is one of the most important at present in Europe, for vessels navigating both those seas. Upwards of 4000 vessels of different descriptions annually passed and repassed this canal, before the unjust and impolitic attack of this country upon Copenhagen.

Prussia likewise had her share in forming and executing very extensive plans in this way. A few have been projected and executed in the upper parts of Germany, and one or two in Austria, but of no extent or importance. The cause of so important a defect in the German empire originates from the same narrow principle of preven-

tion as has been systematized in this country. The different principalities imagined that their dominions would be differently affected by such schemes; and the territorial clash *there* resembled that of the petty landed interests here; but most likely the present Emperor will obviate these feudal obstacles.

The **best** modern practical illustration which can be given of the derivative benefits accruing to every department of national policy, from the promotion of this circulatory blessing, will be found in the states of America. In that country, inland navigation has been rapidly advancing for some time, much beyond what is generally believed in Great Britain. And have we not instances enough of the deplorable and decayed condition of those states which have paid no attention to this project of general improvement?

After passing Turkey and the southern provinces of Germany, let us look to Portugal, where there are no canals, and where agriculture is utterly neglected. In this ill-destined part of the peninsula, there were, in the last century, four millions of inhabitants; the present population does not exceed two millions and a half. This decrease is evidently caused by the dearth of improving systems, beneficial laws, and greater benefits in their American settlements. Spain is little better: in a kingdom three times the extent of our own, there are only the canals of Arragon;

Castile, and Murcia, with another projected and begun, but not yet completed. They are only mentioned to point out the miserable defect, as not one of them is worthy of notice. This however is not their sole deficiency; for there is not, through the whole of that great peninsula, a single road which can contribute to the intercourse so necessary to the opulence of the deriving tenant and primitive landlord. Indeed, the best road system I am acquainted with, is that pursued by the Irish landholders, except in the case of Sweden, where this mode of internal conveyance has arrived at absolute perfection.

Can we then wonder at the decayed state of the commerce, manufactures, and agriculture, of the European peninsula. The Emperor of China's policy in ordering a gold-mine to be shut up in one of his districts, when he found its agriculture neglected in consequence, is applicable to Spain: he remarked that, "*mines of precious metals did not produce corn.*"

But to return from this digression to Flanders: the commerce of the world was driven thence to Holland; the marine encroachments of which, together with its intersection, by canals, have long been proverbial. The interior navigable facilities, of the latter country, as in the former, tended to the promotion and improvement of agriculture, the cheapness of conveyance, the extension of manufactures and increase of foreign commerce,

to a degree unprecedented in the history of past ages. But alas! the same fate has attended Holland which befel Flanders; the commerce, the wealth, the power, of that devoted country are now fled, perhaps, for ever; and that industrious, oppressed, and enterprising people are likely to become, with their territory, an integral part of colossal France. The French Emperor, no doubt, has in view the retention of all the great commercial advantages formerly possessed by Holland.

The forming of inland navigation throughout France is carried on at the public expense, and not, as in this country, by a combination of individual enterprize and capital. Antwerp, the ancient seat of commerce on the river Scheldt, will rise again, most probably, on the ruins of the Texel, Amsterdam, and Holland in general. To the credit of the French government it may be said, that no state in Europe at present pays so much attention to the improvement and extension of its *inland navigation*. In addition to many natural advantages, aided by artificial works, France had formerly immense interior navigable communications; of which the principal was the canal of Languedoc, uniting the Mediterranean Sea and the Bay of Biscay. The *Exposé*, made by the minister of the interior, on the 13th of December last, is worthy of peculiar notice, as far as it regards these matters, at present; and on

that account I trust I shall be pardoned for here submitting the following extract.*

“ Prisoners of war from different nations, sent by victory, have finished the canal of St Quentin. Two leagues of an imposing subterraneous passage open a communication between the rivers and seas of the south. Seven thousand workmen have not ceased to labour on the canal of the north; and nearly eight leagues of this new way opened to the Rhine and the Meuse, to bring their conjoined waters to Antwerp, without quitting, for a moment, the soil of France, have been executed. This canal, so important to commerce, will not be a less benefit to agriculture. Lands equal in superficies to several departments will be peopled and fertilized. The peaceable conquest of agriculture will soon augment both our riches and our prosperity. Two millions have been usefully expended, in 1809, on the canal of Napoleon, which will unite the Rhone to the Rhine. Marseilles, Cologne, and Antwerp, will soon be bathed by the same waters. This ca-

* The commencement of which is a subject worthy of our consideration and even humanity: the immurement of so much useful labour creates disease and vice, whilst moderate exertion and the same expense would produce every public and rural advantage. Far be it from me to propose this as a *questio*, I only speak of it as an alternative depending on the will of the individuals, and regulated by the sanction of the respective capturing powers. A contract to this effect might somehow balance the horrors of desolating war.

nal will be made to communicate with the Seine by that of Burgundy, the works of which, abandoned by the old government, have received anew the greatest impulse. Already the navigation is complete from Dole to Dijon; they are at present working between Dijon and the bridge of Pany, between the Yonne and St. Florentin: several important locks upon the Seine, the Aube, and the Somme, have been finished in 1809. Every where the plans which tended to improve former navigations, to extend them, or to create new ones, have been undertaken, or continued with activity. The maritime works have made the greatest progress; those of Cherburgh already present to the astonished eye an immense port, hollowed out of the rock. The sluice of Havre is nearly finished; it will secure, from the middle of the next campaign, the constant entrance of vessels into the channel. At Dunkirk, an octagon sluice, which will drain valuable lands, and secure an easy navigation, has been finished this year. The basin at Antwerp is excavated in all the interior part, and the sluice of the sea is raised above its foundation: the grand drainings of Bourgain, of Cotenlin, of Rochefort, have already changed sterile marshes into fertile lands, and their results drawn upon the government the blessings of the people, astonished at not having suffered any of the evils, however transitory, which they had been made to dread." If then these

gigantic strides to internal improvement do not excite our admiration, they are sufficient at least to draw forth our imitation.

The future views of France are obvious. The general commerce of the world has at present taken its flight from Holland and the Continent to England, where, from its peculiar situation, it will remain so long as the island shall preserve its naval independence; and, as this country must, from the nature of things at present, and probably to come, be the grand *dépôt* of commerce to the entire world, it behoves government to give every possible and practicable encouragement in its power, not only to receive but to induce the interested exertions of individuals, in promoting inland navigation, from one end of the kingdom to the other, and from its different points.

It must be owned, here, that government has certainly given some encouragement to the individual spirit, now so general, by devoting upwards of 600,000*l.* of the public money to the Caledonian canal, in the north-west of Scotland, running from Inverness to Fort William. The object was the improvement of that part of the empire, by preventing emigration, and ostensibly shortening and rendering secure the navigation, instead of passing north about. In all these points its public or private utility (excepting so far as the fishing will be benefited) becomes question,

able. Half the sum granted in aid of the Clyde and Forth canal would have produced every possible advantage to England, to Scotland, and particularly the northern ports of Ireland. The Shorncliffe canal, in which so much public money has been expended, may be considered purely in a military point of view, contributing but little to the stock of general utility.

The parts of England most neglected and destitute of inland navigable communication lie between Newcastle in Northumberland, across the isthmus to the Irish sea. There are in that district greater subterranean resources of every description than in any other part of the kingdom, but the surface requires improvement more than elsewhere.

The three counties of Norfolk, Suffolk, and Essex, have not any inland navigable communication with the populous manufacturing or midland parts of the island. These three by much the finest agricultural counties of the kingdom find a market only by marine navigation, and that on account of such conveyance being the most reasonable in expense.

The proposed navigable communication by means of the rivers Ouse, Nen, and Welland, being joined by canals, will serve to convey the produce of the forementioned counties to the midland populous and manufacturing districts, where the prices of grain are always much higher, but where coals, &c. from the cheapness of conveyance, will not

only be more reasonable, but a reciprocal exchange in the produce of each district will be much in favour of both.

Surrounded as we are by, or rather opposed on our eastern and southern coast, from the Orkneys to the South Foreland and thence to the land's end, to the coasts of the enemy, their privateers will be incessantly stealing out to annoy and harass our coasting and foreign trade, in spite of the utmost vigilance of our navy.

It has been a very unfortunate circumstance for this kingdom, and nothing tended more to keep back its resources and retard its earlier improvement, prosperity, and wealth, than the prejudices of the people against and their ignorance till lately of the importance of inland-navigation. It was not till the spirited and noble example set by the late Duke of Bridgewater, in 1760, that we saw the prodigious advantages arising from that grand enterprise of an individual. At a period of darkness, as it were, our ignorance was exposed and our prejudices were shaken.

From the close of the American war to the beginning of the French Revolution, the great increase in our manufactures, the extension of our foreign commerce, and the consequent pouring in of wealth to this kingdom, outstripped a corresponding improvement and extension in our agriculture, although it gave a spirit for inland-navigation in a surprising degree. In so much has the latter advanced, that, within the last twenty years, it

is astonishing what intersections of the island it has occasioned. This has been owing, in a great degree, to the execution of several projected canals becoming as profitable to individual subscribers as they were contributory to national advantage. Let a bill be framed, which will give enablement to the project, by removing the possibility of *bar* lying with individuals, but in such a manner, that the party to be benefited shall pay an equivalent consideration for the waiver of that bar. That the projectors have essentially benefited by the adoption of this scheme, it is only necessary to state that the present extent of canal-intersection comprises a superficies of about 3400 miles, the expenditure upon which has been to the amount of about 20,000,000*l*.

The canal-system, however, is not the only one teeming with the benefits of an improved inland intercourse. RAIL-ROADS, as they are termed, have in many instances exhibited a rivalry in advantage, and I doubt not but in many instances they will even be preferred. The great alleviation of animal labour which they afford renders them of primary importance in a country, where agriculture stands so much in need of what can be spared in that way. Many of these, on a small scale, exist at present in England, falling in upon the different canals; but the greatest work of the kind in contemplation is to be met with in Scotland, in the

direct duration of 100 miles, from Glasgow to Berwick.

Let us not, however, recede, in cases of great naval importance, from the example which is set up for our emulation by the French ruler, but let us turn our serious attention to the improvement of our marine situation. In this department, the leading feature will be the amelioration of the DOCK SYSTEM; in many instances it has been entered upon, and either arrived at or is tending to completion. Of the latter description are Hull, Bristol, Leith, extensions at Liverpool; in London, the East and West India and London Docks, &c. &c.; and, on the Surry side, several docks of less importance but great convenience. In this attentive observation of our general improvement, we shall convince the enemy that our resources are not debilitated, and that we possess them to an exhaustion of their own emulative arts.

VIEW OF THE PLAN
TO
CONNECT THE EASTERN
WITH THE
MIDLAND AND WESTERN COUNTIES
OF THE
KINGDOM.

I HAVE hitherto delineated what seemed to me to be the physical resources of the country, and I trust that from the general view I shall not be deemed a mere visionary or theorist. At the same time I beg leave most sincerely to deprecate the entertainment of opinions, which may impute an interested motive to my plans. Conceiving that my general efforts would receive a greater facility of application were I incorporated with the parliamentary representation of the country, my ambition, which I trust will be considered laudable, induced me to canvass the borough of Stamford, to the improvement of

which my present project more particularly applies, as it does to the country in general. Constituted as the elective franchise is in that borough, I had consequently to contest the matter : to the general course of powerful and influencing opposition, I assume the merit of making no corrupt resistance. To sanctioned antiquity of interest I opposed the promising infancy of a bettering system ; and the usual expenditure attendant on a contested election I turned into the channel of originating and extending that beneficial project which I have had the honour to submit. Actions are more universally considered to be principal features in the comparative conduct of men than mere protestations. To these I refer my appeal with a consciousness of favourable testimony from the ordeal. That my conduct has been independent, steady, and persevering, the electors of Stamford will not doubt ; and, when honoured with the investiture of their sacred rights, they may rest assured of my vigilant attention to preserve and promote them. Were greater encouragement given to the independent man who embarks upon public life with the freightage of such motives as mine, the Parliament of Great Britain would reform itself in limine.

Actuated by the principle of behovement in either candidate or representative, to further the particular interests of that place upon which his views rest, or which expects from him a punctual exertion in its behalf, I became inquisitively devoted to the

discovery of the means whereby such an object could be attained.

The town of Stamford in particular, and the country in general, became the points whereon I conceived it my duty to expend the results of benefit arising out of my investigation. What these are I have detailed, but it now remains for me to expound the means which I took towards their attainment. The Borough of Stamford struck me as possessing natural advantages, enabling it to rise above the difficulties which had hitherto evidently been inherent in the place, decaying as it was, oppressed, and destitute of manufactures or trade, and completely inland.

By making it accessible to marine contact, I was of opinion that an advantageous distribution of trade would be the consequence, and, indeed, afford benefit to the surrounding counties and the country in general. I then balanced, in my mind, the different means by which the situation of this particular place might derive from and confer advantages on those of its vicinage. Knowing as I did the great agricultural produce of Norfolk, Suffolk, &c. I was persuaded that a traffic, reciprocally beneficial, might take place between the Eastern and the Midland and Western counties, through the interchange of agricultural in the one, for raw and manufactured produce in the others. To this circle of intercourse, Stamford might become the focus, affording facilities of medium, from its natural situation,

This being my hypothesis, I determined to realize it, upon the most certain data of information, to the greatest acquirable extent. In pursuance of these views, I set out from Stamford with the design of ascertaining the nature and extent of the trade on the Trent, proceeding by Newark, and thence Eastward to Hull. My next step was to become acquainted with the proportion of trade carried on by the Aire and Calder by way of Wakefield and Leeds, and the proportion of trade in that manufacturing district. I traced it hence to Liverpool, Manchester and through Lancashire, Cheshire, &c., collecting the proportion, which rested at Stone and the Potteries in Staffordshire, by the grand Trunk and Mersey Canal. My next branch of route was by Wolverhampton, Birmingham, Coventry, and Warwick, and all the great manufacturing towns and principal navigations of its neighbourhood. After this I proceeded through the counties of Northampton, Huntingdon, Cambridge, and Lincoln, along the line from Stamford to Deeping, Spalding, Boston, Wisbeach, and Lynn, thence through the counties of Norfolk, Suffolk, and Essex, &c. This tour of projection for the public good I have performed, regardless of attendant expenses, valuable time, or fatigue, wholly wrapt up in devotion to effect this grand object. The credit which is to be attached to my general account of the project will be best evinced by the subsequent details, confirmatory, I trust, of the zeal which I have mani-

fested for the maturity of this great undertaking. I have had no view to private profit or public remuneration, farther than the confidence and support of the independent electors of Stamford, whose future prosperity I shall conceive ensured by the introduction of the most beneficial national manufactures into their town and neighbourhood.

The same eye which traverses the space allotted to the execution of this project will immediately discern the incidental superiority of advantage arising from its local and relative bearings. Both sides of the island, in the direction of east and west, and *vice versa*, must derive advantage from that connection, which gives to the commodities of either a reciprocity of benefit, by facilitated conveyance to markets of consumption and interchange, and to and from the ports. A similar bonus will be held out to the agriculturist for his tillage and produce, as to the mechanic for his manufactures. Inland commerce will of consequence be better recognized, and we shall soon become acquainted with a novel mercantile point,—namely, *the balance of internal trade*, regulating the growth, produce, manufacture, encouragement, and sale, of the different native commodities within the empire.

Before we enter into the details, it may be proper to give an outline of the intended STAMFORD JUNCTION. This project is totally distinct from an inferior and trivial collateral branch of naviga-

ble connection, to be undertaken between Stamford and Market Harborough, a distance of only $25\frac{1}{2}$ miles. Now the Stamford Junction, together with the advantages so fully comprised in the title of its object, embraces a running extent of many hundred miles. It will be effected by the shortest and most practicable connections, by means of canals, formed between Boston and Stamford; by the junction of the rivers Nen and Welland to unite Lynn and Wisbeach to Stamford; and to Shardlow, by a canal from Oakham to Stamford. For Mr Telford's report on the eligibility of lines, the appendix may be consulted. I will begin, then, with the leading towns interested vicinally by the communication, and first with

Boston, which from its locality, will no doubt be materially benefited in the extension of both its domestic and foreign trade. The latter it will participate in with Hull, and the manufacturing districts, should a more perfect access by navigation be made up to Stamford, and from thence to Oakham. The other branch will more particularly be benefited by joining the Nen and the Welland, should the former river be rendered more perfect in its navigation up to the Grand Junction. This is apparent when we consider the consequent approximation to Birmingham, and the midland populous manufacturing district. Hence it appears also likely, that, in time, not only the articles of export, but of import like,

wise, will pass by this new canal in preference to the one along the Trent by Hull; at all events, it is worthy of meeting consideration from the merchants of Boston and Birmingham.

The two channels in question are opening prospects to the port of Boston, which already has an excellent navigable communication with the river Trent at Torksey, a distance of 52 miles. The tonnage thereon has been estimated at 40,000 tons, exclusive of 10,000 tons of coals, chiefly from Yorkshire.

The projected navigation from Boston to Stamford is proposed to avail of the 40 foot drain for 20 miles practicably navigable, and so, by the line pointed out by Mr Telford, to Stamford, which will, in the whole line from Boston to that town make a distance of about 40 miles. The lock-dues will no doubt be reasonable, as the expense of excavating cannot be great, from the favourable nature of the soil.

Spalding may too participate in the general advantage to be derived by these junctions. The Adventurers Company, as it is termed, composed entirely of land-owners, possessing above 250 acres of land each, in a certain compass, and incorporated by an act of parliament, are bound to cleanse and keep in a perfect navigable state "at all seasons," the river Welland from Market Deeping to Spalding, and thence to the reservoir, 5 miles below Spalding: for this distance there is no tonnage.

There is also another restraint upon the said company, for the same useful purpose, to be exercised by the commissioners of drainage in those parts.

It is a matter of consideration, if the navigation of the Welland from Deeping to the Wash, when put in a perfect state, can be rendered equally commodious to the other, even if the Scalp should be avoided. With this view, an act was obtained, in 1792, to make a cut from the river Welland, $7\frac{1}{2}$ miles from Gosberton sluice, to fall into the Sea sluice at Wyberton roads: the estimated cost was £49,351 12. but not an inch of this line has yet been excavated. It must be observed, as matter of reproach, that the present navigation of the Welland, from Boston Scalp, by Spalding, to Deeping, is very much neglected. The cost of coals from Boston Scalp to Stamford only, in lighterage-tolls, &c. amounts to 12s. per chaldron, although there are only 8 miles of lockage from Deeping to Stamford.

The next desirable advantages arise out of the union of the rivers Welland and Nen, giving a direct communication on the latter river to the port of Wisbeach, and from thence to the canal through Outwell to Salter's-load sluice on the river Ouse. In this manner not only an approach to the port of Lynn is obtained, but a fall into the river Ouse, so as to advance nearer the navigable branches from that river to Thetford in Norfolk, Bury St. Edmunds

in Suffolk, the city of Cambridge, Biggleswade, and upon the Ouse itself to Bedford.

These branches, in a reference to the map it may be seen, could most easily be extended in three fine agricultural counties. Through them also the ports of Yarmouth and even Harwich may be united; and from the Cam a junction could be formed with the navigable river Lea to London, in its most bustling commercial part.

Let us now revert to Stamford, from which place is to be united the Welland with the Oakham canal, by way of Melton Mowbray and Loughborough, to Shardlow, or rather with the Trent, at the mouth of the river Soar, and opposite the Erewash canal. It is this part, or rather Shardlow, which will become the extreme point, at which there will be a mutual exchange of the produce of the eastern counties up to the collieries, the potteries, and the manufacturing districts in the line through Staffordshire, to Lancashire and Cheshire. The produce of these manufactures in return, on the same line, and coals from the districts of the Cromford, Erewash, and other canals, for the latter counties and ports all adjoining to the mouth of the Soar near Shardlow, will come at a considerably more reduced price than hitherto. The distance from Stamford to Shardlow will be $65\frac{1}{2}$ miles, when the junction is completed by the new line from Stamford to Oakham. The following are the respective distances of the several joints of connection, and an-

nexed are the prices of tonnage on each separate part of the line :

	Miles	Tonnage for Coals.
Stamford to Oakham	15	suppose 3s 0d
Oakham to Melton	15	— 3 0
Melton to the Leicester Junction	14½	— 2 6
Junction with the Leicester to Loughborough	9	— 0 7
Loughborough along the Sear to the Trent	9	— 1 6
Thence to Shardlow	3	— 0 2
	Miles 65½	10 9

The whole tonnage on the above line, if that betwixt Stamford and Oakham shall be supposed to be fixed at 3s per ton, will only be, from the Cromford and Erewash canals upon the Trent to the town of Stamford, 10s 9d per ton for coals; merchandise in general will pay somewhat higher.

The Melton-Mowbray navigation has divided 7½ per cent. already, exclusive of the income-tax and a reserved balance in hand. Upon the Oakham navigation (from Melton,) notwithstanding all its disadvantages, absurd restrictions in the act, and other impediments, which it will be the interest of the company to remedy, although Oakham is at an extreme point of that line of navigation, yet the amount arising from the tonnage was in

1807	£1837	7	5
1808	1824	7	3
1809	2013	8	3

By this compendious description, without entering into accurate minutiae, will be discovered the very extensive inland navigable communications arising from the short junctions of canals to unite rivers as already noticed and evidently traceable upon the map.

It is of importance to make one very interesting observation, namely, that STAMFORD will become the source through which this mutual exchange of products and manufactures will pass from east to west. Boats of a larger size, adapted to river-navigation, and perfectly safe, will also be capable of passing along the present canals and the projected junctions entirely from Shardlow, through Stamford, to Boston, Wisbeach, Lynn, and I believe the river Ouse, without the inconveniences of shifting and reloading: they will consequently avoid the losses ensuing from pillage and damage. From Shardlow, other but less boats will convey the articles, right along the grand trunk to Manchester and Liverpool: the rates of carriage on goods from thence to Shardlow stand as under;

Hemp, Sugar, Groceries, &c. &c. &c.	40s. per ton
Tea, Tobacco, Indigo, &c.	50
Wool	44
Grain, Flour, Malt, &c.	23

What has preceded so far relates to the general view and line of communication by the intended

STAMFORD JUNCTION NAVIGATION, for the forementioned vicinal connections of ports and counties, and the embracement of a communicable line of, in fact, *thousands* of miles, insomuch as it will join itself with almost all the navigations in the kingdom.

Friendly as I am to the system of inland navigation, I cannot here omit to state, and with regret, out of my usual course of panegyric, that, soon after I had the honour to offer my suggestions to the public, for the Stamford junction, a limited plan was directly brought forward, in the *name* of the corporation of Stamford, to form a canal from that place up to Harborough only, by which route it is an extended distance of $10\frac{1}{2}$ miles beyond the line by Oakham. But that project rested; no plan in aid was brought forward to the eastward, to make a thorough connection from the interior to the sea-port of Boston, either by a navigable cut, or to improve the river-navigation of the Welland from Market Deeping to Spalding, nor that of the old *canal from Stamford to Market Deeping*.

The cause of this *limited* effort on the part of the corporation might arise from their apprehension of the *questionable right*, (to which they had *prematurely laid claim*,) being disturbed by the progress of the navigation. In the case of an individual, the matter would explain itself without comment; but in a matter concerning a *body corporate*, to prevent any

farther remarks on my part, I have given an extract in the appendix from Harrod's History of Stamford upon the subject.

The project of the corporation is, simply to make a navigation from Harborough to Stamford only; it is a distance of about $25\frac{1}{2}$ miles. (In its execution that navigation will be facilitated partially by the line of the Stamford junction, running a short distance in that line towards Oakham.) But, as the traffic of the Harborough line will, I much fear, be limited, and a circuitous route is introduced from Shardlow of $10\frac{1}{2}$ miles farther by Harborough than by Oakham to Stamford much is to be apprehended for the property, contiguous to which the projected line will pass. The neighbouring landed interest only could be advanced, if the line should be executed from Stamford to Harborough and thence as contemplated to the grand junction, at Long Buckby. The reason to be assigned for this is, that the river Nen, now navigable and about to be considerably improved, will run parallel with the projected Harborough line, into the Grand Junction, and, within half a score miles of each other, fall therein, not far distant from the entrance into the Warwick, Birmingham, and other, canals, in that populous manufacturing and commercial district.

The river Nen is navigable, and to be improved. It will answer the purpose of the Harborough line, from Stamford to the Grand Junction, which will cost at the least it is supposed from 3 to

£400,000 capital, to effect it to the Grand Junction. The interest of this sum could not be paid by the traffic thereon, at quadruple the rate now paid from Wisbeach to Northampton on the Nen. The lockage at present is at 6s 4d per ton, in the whole line, and 1s per ton on the railroad from Northampton to the Grand Junction. From thence to Northampton a navigable cut in lieu is now about being effected, when, and by which line, vessels will pass from Stamford, Boston, Lynn, and Wisbeach, up the Nen into the Grand Junction and all its various and wide ramifications.

My obvious and fixed intent is, to complete the grand and extensive intercourse by means of the *Stamford* junction. To compass this undertaking measures are now in progress, and it is presumed that the work will compete with that of any other navigation in the kingdom.

As the navigation of the Nen is an interesting subject of itself, I beg to refer the reader for it to the Appendix.

ON
AGRICULTURAL PRODUCTS,
GRAIN, &c.

WITH RETROSPECTIVE

CALCULATIONS OF RATE, &c. &c.

THE lessons of necessity are generally the most impressive in the whole volume of human life, and individual precaution is observably created in the most critical cases of individual experienced inquiry; but how happens it, that, on a subject of such material because comprehensive interest as provision for vital sustenance, the antique proverb of apprehension from calamity shall be so much disregarded?

It is a matter of the most serious regret, that we have not profited more by the frequent and calamitous want which we have experienced, previous to and still more about nine years ago, in the scarcity and high price of grain. From the revolution in 1668 till the year 1765 we were exporters of corn, to the amount of from 6 to 700,000*l.* sterling. From the latter period till

1771, there was an interval of cessation from export. Thenceforward, till 1793, we commenced the importation to a great extent; and, from 1793 till 1804, our importation of foreign grain did not amount to less than 33 millions sterling. We had not put the broad seal however upon our improvidence and prodigality, by the tender of encouragement to foreign agriculturists (now our enemies), until we left a deep impression of our extravagance in the immense bounties on importation held out to them. These bonuses amounted, for their repective years, as follow, viz. in

1800	£ 44,836	13	0
1801	1,420,355	1	1
1802	715,323	16	4
1803	43,977	9	10

So great were our provisionary distresses in the year 1801, that our importation of all sorts of grain was 2,027,515 quarters, 1,125,704 cwt of meal, and 310,608 cwt of rice; still we were deficient in bread, and grain continued at an enormously high price. The average rate of wheat, throughout the kingdom, for that year, was 118s. 3d. per quarter.

Were the tythe of the above montioned sums given on temporary loan to the native agricultural capitalist, under the encouragement of a general-inclosure act, modified to the respective tenures, by which property is held in this country, our commonage-lands would assume a face of culture, smiling with the blessings of Ceres, the produce of our own soil, and not

purchased by foreign *indulgences*. The resultive employment, arising from such a produce, would tend, in no trifling measure, to the increase of population.

Exporters of grain we cannot be, as must be evident from the deleterious system we have hitherto shewn, so contrary to true national policy. In those quarters from which grain is sent down to the Baltic ports, both the landlord and tenant consider themselves well paid if they get an equivalent to about 35s. per quarter for their wheat. What a difference between this and the average-prices of grain in England and Wales, as they were betwixt the years 1807 and 1808!

	s.	d.	
Wheat . . .	67	11	} per Winchester quarter.
Barley . . .	39	0	
Oats	29	11	
Beans	55	2	
Pease	72	10	

Here a remark might be made deserving attention, from the landed interest of the country and the legislature, viz. that the Customs of the year, ending the 5th January, 1809, amounted to 9,553,000*l.* and the Excise to 20,023,000*l.* in Great Britain: barley contributes, in malt, spirits, and beer, to nearly half the amount of this sum. It is, however, a matter of no wonder, when we reflect on the heavy duty that is levied both on malt and spirits; of the former alone, the quantity on which

the Excise duty was paid in the three succeeding years was as follows, viz.

	<i>qrs</i>	<i>bush.</i>	of which was exported only	
			<i>qrs</i>	<i>bush.</i>
1805	2,921,197	7	12,747	
1806	2,861,651	5½	6,902	
1807	3,446,177	3	6,805	3

There remain several very important regulations to be adopted in our agricultural system and corn trade, considered both under the heads of sustenance and revenue. We certainly have made some advances in this way, by allowing a free transport of grain from one point of the kingdom to another, instead of keeping in force the old and absurd law, of restraining the importation in one district, and permitting the exportation from another.

Notwithstanding all the attention we may bestow, and all the encouragement we can give to agriculture at home, we ought to improve our insular situation as much as possible, and attempt to make a general depôt of this article, so essential in a political and commercial point of view. In the midst of all our improvements (even though they be carried to the highest state) still a year of dearth or famine may overtake us; and, in a state of politics similar to the present, cut off as we are or as we may be, by the enemy from receiving supplies either from continental Europe or America, our very existence as a nation might be endangered. If therefore general depôts for grain were formed in our chief ports, and

the inland parts of the kingdom, as was intended in the time of James I. we might then have our island stocked (and with foreign grain too) without a single bushel being consumed at home, except in a year of scarcity and absolute necessity. Even in this case, we should be restrained as much as possible from interfering with our domestic produce. This subject, however, cannot meet its merited discussion here.

With the greatest self-satisfaction, and gratulation to the country, I am happy to state that the importation of grain for the last four years has been much reduced, though it yet remains by much too considerable.

The following is the quantity of Foreign Grain imported into GREAT BRITAIN in the following years, in quarters :—

	Wheat.	Barley.	Oats.	Pease.	Beans.
1804	365,009	9,071	500,151	18,569	8,868
5	818,147	27,634	274,156	8,530	8,727
6	126,911	2,058	138,198	158	1,045
7	182,558	2,963	425,904	4,320	9,996

Of the above Foreign into London, only

1808	3,047	877	31,002	8,887	5,984
1809	163,422	8,258	278,860	26,291	22,020

Into London only, in the following Years, the Domestic Growth of Great Britain solely!

1808	305,675	189,089	689,187	36,567	77,726
1809	229,123	224,984	632,129	30,900	78,333

I have sketched the foregoing remarks upon the article of grain, as being not only of general importance to the nation at large, but more particularly so as relative to the eastern fertile and agricultural counties. By the medium of the intended Stamford Junction, grain may be conveyed to the interior, or manufacturing, district, which will not only afford a ready market to the growers, but come to the consumers at a cheaper rate, besides contributing largely towards the revenue of the Canal Proprietors.

A statement of the quantity of grain received in the London Market from the three counties of Norfolk, Suffolk, and Essex, will follow; and the quantity of grain shipped from the ports of Boston, Wisbeach, and Lynn, to all places; and the quantity likewise received in the London Markets from thence. I have also given the average prices of grain from Mr. Catherwood's returns of the eastern counties, and those through which the Canal and its line, up to Liverpool and Manchester, will pass. To shew how the grain shipped from the eastern counties can be interfered with by that which may be imported, on the western side, by the port of Liverpool, I shall subjoin a statement of the importation of that article into Liverpool, both from abroad and coastwise, as well as from Ireland.

An Account of the Quantity of Corn, Flour, &c. imported into the Port of Liverpool only, distinguishing that from Foreign Parts from that Coastwise, in the undermentioned Years.

FOREIGN.

	Wheat.	Wheat Flour.	Rye.	Barley.	Beans.	Pease.	Oats.	Oatmeal.
	Qrs.	Qrs.	Qrs.	Qrs.	Qrs.	Qrs.	Qrs.	Bolls.
1804	123,703	23,060	96	304	8936	3038	122,895	20,451
1805	175,826	45,482	30	7091	5667	2743	107,702	7,566
1806	119,603	186,403	380	2389	3328	1358	216,942	20,826
1807	139,870	222,355	85	6130	6792	1366	193,369	3,996
From 11th Oct. } 1808	85,994	45,715	447	16,597	6258	441	280,635	5,247
1807 to 10 Oct. }								19 tons 2 cwt.
From 11th Oct. } 1809	67,289	191,477	404	8743	2704	516	319,128	2,593 and
1808 to 10 Oct. }								292 tons 6 cwt.

COASTWISE.

	Wheat.	Wheat Flour.	Rye.	Barley.	Beans.	Pease.	Oats.	Oatmeal.
	Qrs.	Qrs.	Qrs.	Qrs.	Qrs.	Qrs.	Qrs.	Bolls.
1805	22,304	—	—	47,180	8,098	—	58,171	—
1806	23,898	—	—	56,293	29,093	—	31,627	—
1807	19,939	—	—	42,508	5,241	—	33,663	—
From 10th Oct. } 1808	66,039	7320	516	16,611	3,187	137	38,730	2522
1807 to 10 Oct. }								
From 10th Oct. } 1809	24,488	3351	302	17,230	5,961	663	50,577	7799
1808 to 10 Oct. }								

Ireland is considerably improving in agriculture ; but the superabundant produce of her soil will not, I fear, for a series of time, preclude foreign importation into this country. Of course the agricultural interests will be little affected by the improvement of the sister country. Oats are the leading article in grain shipped from Ireland to Liverpool ; but, being a commodity of great bulk and little value comparatively, little, if any, will go from the eastern to the western side of the island.

The great population of the counties of Lancashire and Cheshire is the reason that they do not produce enough for a few months consumption within themselves. Their wants must therefore be supplied from the interior of England, or from Ireland ; and, in failure of the latter, by foreign importations in the articles of wheat, barley, and beans. Though the importations into Liverpool are very considerable, yet it is obvious that there is nothing to spare beyond its own immediate vicinage, from the high prices at which wheat is continually sold both in Staffordshire and certain other contiguous districts, to which an easy approach will be had by the intended navigable communication.

It is rational to presume, however, that, in the event of deficient supplies from Ireland, or of the average prices so settling as not to allow importations into Liverpool, considerable supplies of wheat, barley, and beans, will be transported

thither from the eastern counties, by means of the Stamford Junction. There is no reason to apprehend that Ireland will, upon the whole, prove at all detrimental to the medium of conveyance just stated.

To give the reader data upon which to ground his opinion too, I have annexed an account of the aggregate corn-trade of Ireland; the quantity thereof imported into England generally, and that part which was imported into Liverpool in particular, for a short time.

*An Account of the Quantity of Corn, Flour, Meal, &c. imported into, and exported from Ireland in the following Periods, viz. from 1st Oct. 1806, to 5th Jan. 1808, and thence to 5th Jan 1809—in Irish Measure.**

IRELAND.									
IMPORTED.					EXPORTED.				
Wheat.	Barley.	Peas & Beans.	Rye.	Oats.	Wheat.	Barley.	Peas.	Rye.	Oats.
Flour.	& Malt.				Flour.				
Barrels	Cwt.	Barrels	Barrels	Barrels	Barrels	Cwt.	Barrels	Barrels	Cwt.
From 1st Oct. 1806 } to 5th Jan. 1808. }	5447	2180	1434	727	95,332	10,383	6990	4214	811,461
From 5th Jan. 1808 } to 5th Jan. 1809. }	17,394	54,162	3145	1038	79,133	1,832	53,141	—	932,587
									50,646
									70,740

*The following is an Account of the Quantity of Grain exported from Ireland to ENGLAND ONLY, in Irish Measure of Barrels.**

Wheat.	Barley.	Oats.	Beans.	Pease.
1805	113,933	8,734	3851	2473
1806	116,105	13,044	4664	3537
1807	130,168	11,766	3662	4011
1808	79,133	23,863	4779	1311

Of which imported into Liverpool, from 1st Oct. 1806, to the 5th Jan. 1808, makes Five Quarters of a Year, in qrs. Winchester Measure.

47,448 | 10,007 | 269,443 | 4988 | 2391

* A Barrel of Wheat is reckoned 280 lb.—Barley, 224 lb.—Oats, 196 lb.

I have thus given a general view of the domestic and foreign corn-trade at Liverpool, and that of the interior, which may be affected by the western parts.

I shall now shew the constant demand which there must be for grain, through the medium of the Stamford Junction, from the eastern districts. Agreeably to my first ideas on the subject, I intend to confirm the possibility of a considerable corn-trade being conducted through this intended navigation. For this purpose I have extracted the average prices of grain, for each quarter in each year, for the last four years past, in the counties hereafter mentioned, which will be benefited by the said navigation. London is only introduced as a regulator to the markets of the kingdom in general; but Stamford distinctly claims attention, as the focus where the mercantile class may derive advantages, by entering into this new and profitable branch of the corn-trade, to the right and to the left. That it is profitable will be seen from the circumstance of corn being constantly cheaper in Norfolk and Suffolk than to the west. The only deduction on the profit to be thus obtained, will consist in freight and tonnage only.

The Average Prices of GRAIN, in London, Stamford, and counties, as under, at the following periods.

		Wheat.		Barley.		Beans.		Peas.		Oats.	
		s.	d.	s.	d.	s.	d.	s.	d.	s.	d.
1806.											
4 Jan.	— London	69	8	32	11	36	0	46	6	29	8
	Suffolk	63	10	29	11	30	6	36	7	28	2
	Norfolk	62	9	27	11	30	3	33	11	24	8
	Stamford	69	0	32	0	47	6	—	—	24	11
	Leicester	69	6	37	6	44	3	52	2	24	6
	Derby	80	0	40	4	49	8	47	0	29	4
	Stafford	80	11	42	7	50	5	—	—	27	8
	Lancaster	73	1	39	10	48	8	44	0	29	4
15 Feb.	— London	69	6	32	0	37	4	35	10	25	9
	Suffolk	65	6	29	6	29	7	32	8	25	5
	Norfolk	61	9	26	9	29	9	30	0	22	7
	Stamford	69	11	31	6	46	6	—	—	22	7
	Leicester	72	2	36	2	42	9	51	8	23	7
	Derby	77	6	38	10	47	4	45	6	28	0
	Stafford	81	8	40	6	51	7	—	—	27	2
	Lancaster	70	7	43	4	50	8	54	0	27	1
15 May	— London	85	6	34	10	37	8	40	5	27	9
	Suffolk	82	2	33	1	34	1	39	9	30	8
	Norfolk	79	3	31	7	32	7	37	0	25	9
	Stamford	82	0	35	4	34	6	—	—	25	9
	Leicester	86	1	36	0	39	6	39	6	26	0
	Derby	92	2	44	3	47	8	46	6	29	6
	Stafford	99	1	42	8	49	5	—	—	29	9
	Lancaster	80	7	39	5	41	9	47	0	29	2
15 Aug.	— London	78	9	36	3	40	11	49	0	29	9
	Suffolk	73	2	37	2	38	10	46	9	33	6
	Norfolk	69	2	33	9	37	6	37	3	24	0
	Stamford	81	5	38	0	43	0	—	—	24	9
	Leicester	80	9	35	8	—	—	45	2	28	5
	Derby	90	0	—	—	50	0	48	0	30	8
	Stafford	84	11	42	7	50	5	—	—	32	7
	Lancaster	83	0	39	1	49	4	—	—	30	7
15 Nov.	— London	80	0	44	0	44	9	75	6	28	2
	Suffolk	75	3	42	1	37	4	58	10	37	0
	Norfolk	69	5	40	2	36	6	57	0	25	4
	Stamford	74	3	37	10	44	11	—	—	23	7
	Leicester	74	5	40	11	45	2	45	2	26	8
	Derby	81	4	47	4	49	8	47	9	28	11
	Stafford	75	11	46	9	54	9	—	—	30	6
	Lancaster	72	3	45	2	49	1	—	—	27	2

The Average Prices of GRAIN, in London, Stamford, and counties as under, at the following periods.

		Wheat.		Barley.		Beans.		Peas.		Oats.	
		s.	d.	s.	d.	s.	d.	s.	d.	s.	d.
1807.											
3 Jan.	—London	78	8	42	11	45	0	67	0	31	8
	Suffolk	77	0	38	2	36	6	51	11	36	6
	Norfolk	71	4	37	2	35	0	49	5	24	6
	Stamford	71	7	38	3	43	1	—	—	23	8
	Leicester	71	8	40	11	45	8	53	7	26	1
	Derby	75	4	45	0	48	8	44	9	27	9
	Stafford	76	3	44	7	52	11	—	—	30	8
	Lancaster	72	6	44	6	47	11	—	—	28	6
15 Feb.	—London	76	1	38	5	39	4	69	9	28	6
	Suffolk	75	6	35	6	34	9	46	5	34	8
	Norfolk	70	4	33	11	35	9	50	0	25	4
	Stamford	74	5	34	3	40	8	—	—	21	11
	Leicester	70	10	36	2	40	10	52	8	24	2
	Derby	76	0	42	6	49	0	44	6	26	6
	Stafford	75	1	42	0	51	2	—	—	29	0
	Lancaster	73	3	41	7	49	4	—	—	27	10
15 May	—London	75	9	36	11	38	11	58	11	26	7
	Suffolk	73	8	35	0	36	4	42	0	28	8
	Norfolk	71	2	32	9	36	1	62	0	26	0
	Stamford	73	4	35	1	37	7	—	—	24	2
	Leicester	72	4	37	3	43	2	39	6	23	3
	Derby	77	8	41	9	48	8	49	0	27	6
	Stafford	77	8	41	6	45	4	—	—	27	10
	Lancaster	75	6	48	7	41	4	86	0	29	7
15 Aug.	—London	72	10	38	9	46	9	93	11	28	4
	Suffolk	70	6	36	1	42	0	—	—	29	10
	Norfolk	66	11	34	6	40	9	52	0	31	2
	Stamford	78	2	43	0	50	0	—	—	30	4
	Leicester	71	0	39	4	51	9	—	—	29	9
	Derby	80	0	—	—	51	9	48	0	29	10
	Stafford	74	3	41	5	53	1	—	—	30	10
	Lancaster	77	6	36	6	44	0	—	—	29	5
15 Nov.	—London	63	1	42	6	56	5	149	0	30	11
	Suffolk	58	4	41	1	50	9	64	2	29	4
	Norfolk	56	8	38	2	50	6	128	0	28	2
	Stamford	63	11	41	11	60	0	—	—	29	0
	Leicester	63	10	41	1	52	9	—	—	28	6
	Derby	76	6	46	8	60	0	63	0	31	2
	Stafford	67	11	43	10	60	9	—	—	32	1
	Lancaster	73	6	46	4	50	9	—	—	28	9

The Average Prices of GRAIN, in London, Stamford, and counties as under, at the following periods.

		Wheat.		Barley.		Beans.		Peas.		Oats.	
1808.		s.	d.	s.	d.	s.	d.	s.	d.	s.	d.
2 Jan.	London	75	6	44	7	58	3	126	3	40	10
	Suffolk	67	10	41	4	52	5	99	0	33	4
	Norfolk	66	2	38	3	54	1	88	0	32	5
	Stamford	70	8	42	8	61	2	—	—	30	10
	Leicester	69	5	40	4	52	9	49	11	30	8
	Derby	76	8	46	2	59	0	59	0	30	10
	Stafford	71	8	43	6	59	1	—	—	33	0
	Lancaster	73	8	44	5	44	0	68	0	29	7
15 Feb.	London	72	7	43	2	56	10	144	2	36	3
	Suffolk	68	10	42	4	51	11	108	3	32	1
	Norfolk	66	2	39	9	52	1	65	3	31	8
	Stamford	70	9	43	4	63	6	—	—	32	6
	Leicester	69	3	38	1	50	10	49	11	29	2
	Derby	76	9	46	0	59	8	56	9	30	8
	Stafford	73	0	42	7	60	11	—	—	33	5
	Lancaster	73	1	39	11	61	4	144	0	29	4
15 May.	London	72	11	47	8	56	3	124	10	39	11
	Suffolk	70	2	45	2	53	1	—	—	36	4
	Norfolk	67	11	41	8	55	0	—	—	33	0
	Stamford	71	8	44	8	60	8	—	—	34	11
	Leicester	73	9	41	8	57	5	57	5	33	2
	Derby	81	6	45	6	61	4	50	0	35	8
	Stafford	78	7	39	6	58	10	—	—	32	2
	Lancaster	80	1	41	1	59	4	—	—	30	11
15 Aug.	London	81	8	47	11	64	1	115	3	43	1
	Suffolk	77	4	42	8	57	11	89	11	42	6
	Norfolk	75	11	40	7	53	0	—	—	32	10
	Stamford	81	5	47	2	65	0	—	—	40	1
	Leicester	79	5	42	2	61	2	61	2	40	6
	Derby	86	0	—	—	64	2	54	6	40	4
	Stafford	82	9	49	8	65	4	—	—	38	1
	Lancaster	85	1	52	2	66	10	—	—	32	9
15 Nov.	London	93	1	48	4	59	0	97	3	37	9
	Suffolk	92	8	45	0	53	10	79	10	35	10
	Norfolk	94	1	42	7	51	0	68	6	31	6
	Stamford	93	2	45	11	68	0	—	—	33	10
	Leicester	92	7	46	3	69	8	64	11	39	8
	Derby	99	8	50	0	69	6	57	10	37	6
	Stafford	97	10	48	6	69	7	—	—	36	4
	Lancaster	89	11	46	4	69	4	—	—	32	2

The Average Prices of GRAIN, in London, Stamford, and counties as under, at the following periods,

		Wheat.		Barley.		Beans.		Peas.		Oats.	
		s.	d.	s.	d.	s.	d.	s.	d.	s.	d.
1809.											
3 Jan.	London	93	11	45	0	63	0	91	4	38	4
	Suffolk	87	2	41	8	54	2	76	7	35	8
	Norfolk	87	6	39	0	53	0	71	0	33	0
	Stamford	91	2	43	2	72	0	—	—	29	1
	Leicester	90	8	45	11	64	0	93	1	35	4
	Derby	96	10	50	6	70	8	59	3	35	0
	Stafford	97	3	51	2	78	4	—	—	39	3
	Lancaster	90	10	43	11	67	4	—	—	30	6
15 Feb.	London	92	6	44	10	55	7	86	6	36	10
	Suffolk	89	8	42	10	51	1	76	2	32	11
	Norfolk	88	3	40	10	53	0	52	0	33	11
	Stamford	93	0	48	8	69	3	—	—	35	3
	Leicester	89	10	49	1	64	11	85	5	31	8
	Derby	98	2	53	9	71	10	59	9	36	4
	Stafford	99	10	50	3	75	0	—	—	36	8
	Lancaster	104	2	47	3	69	4	—	—	34	7
15 May.	London	89	9	44	4	51	11	76	7	33	8
	Suffolk	88	5	44	0	48	11	—	—	23	9
	Norfolk	89	10	39	6	48	0	—	—	—	—
	Stamford	96	4	50	4	64	3	—	—	37	5
	Leicester	94	7	50	2	55	7	56	6	34	4
	Derby	98	8	55	3	73	0	62	9	37	4
	Stafford	100	0	53	0	67	10	—	—	34	11
	Lancaster	100	7	49	9	70	8	—	—	33	2
15 Aug.	London	99	0	57	11	53	9	73	5	32	5
	Suffolk	79	5	38	2	46	5	—	—	32	8
	Norfolk	81	9	36	6	44	0	—	—	33	0
	Stamford	91	6	45	11	60	0	—	—	31	5
	Leicester	89	10	46	10	58	4	59	3	32	7
	Derby	95	8	—	—	68	4	65	0	37	10
	Stafford	99	2	49	4	61	8	—	—	34	8
	Lancaster	100	11	48	0	64	0	—	—	30	5
15 Nov.	London	104	11	49	2	51	7	79	6	32	9
	Suffolk	94	0	46	4	43	6	60	11	28	4
	Norfolk	89	4	41	2	48	6	56	11	30	7
	Stamford	100	7	54	1	62	1	—	—	31	0
	Leicester	95	4	54	1	57	11	57	5	35	4
	Derby	101	8	55	11	66	2	60	0	36	4
	Stafford	106	1	59	8	74	0	—	—	38	5
	Lancaster	99	10	51	3	70	0	—	—	31	1

1810.		Wheat.		Barley.		Beans.		Peas.		Oats.	
		s.	d.	s.	d.	s.	d.	s.	d.	s.	d.
Jan. 27—	London - - - -	100	2	44	4	47	4	69	2	29	2
	Suffolk - - - -	95	5	41	3	38	6	66	8	27	8
	Norfolk - - - -	89	6	36	3	54	4	48	10	27	5
	Stamford - - - -	100	0	43	7	62	0			26	8
	Leicester - - - -	92	7	49	5	52	4	84	8	28	6
	Derby - - - -	96	0	51	4	63	8	53	0	31	2
	Stafford - - - -	102	10	56	6	69	5			36	1
	Lancaster - - - -	102	0	51	9	65	11	80	0	30	11

The following is a statement of the several market towns in the respective counties. The added average price of grain in towns forms that for the whole county to which they belong, and when added their aggregate is the prices given for each county.

SUFFOLK.	Wymondham.	Ashburn.
Ipswich.	East Dereham.	
Woodbridge.	Harlerton.	STAFFORD.
Sudbury.	Holt.	Newcastle.
Hadleigh.	Aylesham.	Stafford.
Stow Market.	Fakenham.	Burton on Trent.
Bury St Edmunds.	Wallingham.	
Beccles.		LANCASTER.
Bungay.	LEICESTER.	Liverpool.
Lowestoff.	Leicester.	Manchester.
	Ashby de la Zouch.	Bolton.
NORFOLK.	Hinckley.	Warrington.
Norwich.	Loughborough.	Wigan.
Yarmouth.		Preston.
Lynn.	DERBY.	Lancaster.
Thetford.	Derby.	Ulverston.
Walton.	Chesterfield.	

From the enumerated advantages, and the creation of new inspirited demands, occasioned by the increased facilities, I leave the conclusion to be drawn. My hypotheses, I strongly presume, are considerably aided by interesting premises of fact. The contrasted routine of conveyances, and the opposed statement of prices, auger favourably, I have no doubt, towards the adoption of my sentiments, respecting this indispensable requisite of national and natural commerce.

The following is an accurate account of the quantities of grain received, in the London market, from the ports of the eastern counties. This conveyance has been by precarious marine navigation, and the article has again been, in considerable instances, conveyed by way of London to the Staffordshire district, on the Grand Junction, thus not only causing circuitous but doubly-taxed sales, and expences; whereas the intended junction would, in the first instance, have prevented both.

The annexed table will also shew the quantity of grain imported from Ireland and foreign markets into London; and, likewise, the aggregate account of importation to the same market, with the places whence principally imported, for the years 1808 and 1809.

Grain imported into LONDON, from the counties of Norfolk, Suffolk, Essex, and Kent, distinguished from the aggregate of Great Britain, the total from Ireland, and likewise from foreign parts, in the year 1868.

NORFOLK.	Wheat.	Barley.	Malt.	Beans.	Peas.	Oats.
Lynn	6,646	4,729	1,141	922	992	4,672
Wells	5,235	19,361	382	40	2,537	453
Yarmouth	26,817	59,015	14,216	1,496	2,171	4,394
	36,417	83,045	15,739	2,303	5,639	9,669
SUFFOLK.						
Aldborough	11,721	14,385	789	2,739	678	398
Ipswich	25,820	19,140	51,961	9,991	4,066	2,031
Southwold	11,180	7,713	998	1,831	402	438
Woodbridge	17,190	14,095	5,297	4,770	753	2,772
	65,911	55,343	59,065	19,331	5,919	5,639
Essex	122,559	15,492	61,242	39,354	6,912	14,094
Three counties N. of the Thames } Kent	126,463	70,225	120,807	52,526	10,821	19,649
	89,490	2,199	461	6,624	7,991	2,614
	227,953	72,924	120,968	65,317	18,822	22,266
From other places } in Great Britain }	27,305	27,080	1,316	3,323	3,225	454,731
Total	301,678	100,009	138,621	71,742	27,480	669,137
From Ireland	450	360	—	—	—	57,456
Foreign	3,047	877	—	5,984	8,887	31,002
Total imported into London in the year 1868. }	305,172	190,266	138,621	77,726	36,567	777,622
1 Quarter	84,156	88,805	59,429	18,741	5,562	179,403
2 —	79,802	34,523	34,512	16,933	2,676	212,069
3 —	64,776	11,541	16,357	15,523	10,443	198,794
4 —	76,438	55,397	28,323	26,529	17,886	187,356
	305,172	190,266	138,621	77,726	36,567	777,622

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Grain imported into London from the counties of Norfolk, Suffolk, Essex, and Kent, distinguished from the aggregate of Great Britain, the total from Ireland, and likewise from foreign parts, in the year 1809,

NORFOLK.	Wheat.	Barley.	Malt.	Beans.	Peas.	Oats.
Lynn	768	4,460	1,620	277	478	4,753
Wells	—	23,762	343	485	2,190	1,590
Yarmouth	6,008	77,822	10,700	1,616	3,058	10,563
	6,776	106,050	12,663	2,378	5,726	16,906
SUFFOLK.						
Aldborough . . .	10,738	16,834	1,316	3,102	1,020	933
Ipswich	19,594	19,661	63,938	8,367	2,567	5,997
Southwold	7,055	10,339	120	2,191	733	844
Woodbridge	16,417	13,831	8,721	4,037	613	2,199
	53,804	60,665	74,095	17,697	4,923	10,023
ESSEX	123,657	19,372	72,068	48,855	8,689	12,312
Three counties } N. of the Thames }	184,237	186,087	158,826	68,930	19,338	39,241
KENT	34,562	9,448	273	6,771	8,727	2,149
	218,799	195,535	159,099	75,701	28,065	41,390
From other parts } of Great Britain }	10,324	29,449	5,008	2,632	2,835	591,739
Received into } London from all } places in Great } Britain }	229,123	224,984	164,107	78,333	30,900	632,129
Ireland	765	25	—	—	—	75,570
Foreign	163,422	8,258	200	22,020	26,291	278,860
Total imported in- } to London in the } year 1809 }	393,310	233,267	164,307	100,353	57,191	986,559
1 Quarter	73,253	101,506	58,300	28,360	12,533	269,080
2 —	84,748	44,172	49,467	22,366	10,213	274,288
3 —	82,322	16,237	17,120	19,345	11,113	213,754
4 —	152,987	71,352	39,420	30,282	23,332	229,437
	393,310	233,267	164,307	100,353	57,191	986,559

From the two preceding tables, for the two last years, giving the quantity of grain sent from the ports and places on the maritime sides of the counties to London, exclusive of large shipments to other places. We may easily perceive what a larger proportion of grain will not only be brought from Norfolk, by means of the navigation from Thetford, Bury St Edmunds, in Suffolk, and along the Ouse, through Stamford, but, more particularly, under the circumstance of the Rivers Orwel and Stour being connected with the river Lark, by a navigable cut.

As I have given a statement of the quantity of grain shipped to London only, by the eastern ports, from those eastern counties, I will take into consideration next, the quantity of grain actually shipped from the ports in the Wash. But as Lynn, from its local situation, must receive what grain she exports chiefly from the counties of Norfolk and Suffolk, the following is an account of the quantity of grain exported the last four years therefrom.

Grain, &c. shipped Coastwise, from the Port of Lynn, in Four Years, terminating at Michaelmas, 1809.

YEAR ENDING AT MICHAELMAS.						
Species of Grain.	1806.		1807.		1808.	
	Qrs.	Bls.	Qrs.	Bls.	Qrs.	Bls.
Wheat	26575	3	33006	3	56715	3
Wheat Flour	8520	1	1821	3	5624	—
Rye	9322	4	6732	7	10487	2
Barley	101526	6	76777	2	75039	1
Malt	2441	4	1331	6	1785	5
Oats	27650	2	15137	2	8538	—
Pease	17079	2	6088	3	1304	7
Beans	18347	3	13453	6	6454	5
Tares	1215	3	313	—	85	3
Rape-Seed	11493	2	5627	2	6909	1
Hemp-Seed	269	4	26	3	32	4
Clover-Seed	207	7	135	—	47	6
Turnip-Seed	14	—	5	4	22	1
Mustard-Seed	347	1	352	5	218	6
Cinque and Trefoil Seed	268	3	947	5	473	7
Linseed	—	—	8	4	—	—
Rye-Grass Seed	—	—	109	4	219	4
Buck-Wheat	—	—	136	7	25	4
Total	215278	5	162011	2	173883	3
					163233	2

*And also
Of Grain, &c. shipped Coastwise from the Port of
WISBEACH, for Four Years, ending at Christmas.*

Years.	Wheat.	Barley.	Oats.	Beans.	Flour.	RapeSeed Mustard- Seed, &c.
	Qrs.	Qrs.	Qrs.	Qrs.	Qrs.	Qrs.
1805	2374	809	29585	2210	—	4136
1806	11743	960	33649	3939	188	6992
1807	9158	607	33594	5189	25	5814
1808	18141	44	32088	3239	631	6957
From Christmas, 1808, to Michaelmas, 1809.	13606	104	13800	1010	—	3006

*A Statement of Grain, &c. shipped coastwise,
at Boston, in the following Years :—*

	Wheat.	Barley.	Pease & Beans.	Oats.
1805	2845	386	1374	260,369
1806	4681	1801	2337	271,494
1807	7222	1012	2371	253,203

The three ports of Boston, Wisbeach, and Lynn, all situated on the Wash, including their respective sufferance ports of Spalding, Wainfleet, &c. exported coastwise, collectively, in the following years :—

	Wheat.	Barley.	Pease & Beans.	Oats.
1805	25,235	74,750	23,829	310,235
1806	47,825	92,183	32,555	330,092
1807	54,939	78,311	23,053	294,990

And the quantity of grain, &c. imported into London *only*, from the ports of Boston, Wisbeach, and Lynn, being the aggregate quantity received from the Wash in the years 1808 and 1809, was as follows :—

1808.

	Wheat.	Barley.	Malt	Oats.	Rye.	Beans	Pease.	Rape-seed.
Boston . . .	4,848	435	547	240,149	70	1450	129	105
Wisbeach . .	1,427	290	—	20,851	—	1516	7	2286
Lynn . . .	6,645	4729	1141	4,672	—	969	905	1014
Total from the Wash in 1808. }	12,920	5454	1688	265,672	70	3935	1041	3405

1809.

	Wheat.	Barley.	Malt	Oats.	Rye.	Beans	Pease.	Rape-seed.
Boston . . .	319	125	70	243,540	—	315	280	780
Wisbeach . .	—	—	414	14,143	—	511	—	1100
Lynn . . .	768	4560	1620	4,753	—	277	478	209
Total from the Wash in 1809. }	1087	4685	2104	262,436	—	1103	758	2089

After these statements I shall now make a conclusion of what has already been detailed, as to the quantity of tonnage which may pass through Stamford, in grain, to the westward. Let me put a supposition, that the extended agriculture of the counties to the eastward can supply Liverpool with the same quantity of wheat, wheat flour, barley, beans, and pease, as there has been imported of these articles into the port of Liverpool, for one year, from the average of the six last, in that case the quantity of tonnage of grain, through Stamford, from the eastern counties, going to supply Liverpool only, or their intermediate districts supplied from thence, the average of the period before mentioned would be :

28,964 tons of wheat.
 6,044 tons of wheat flour
 6,147 tons of Barley.
 3,156 tons of beans and pease.

44,311

I have not taken into account oats or oatmeal, both of which are very considerable articles of importation into Liverpool, and the former of exportation from Boston in particular; they are of less importance from the other places. A

share, however, might pass the lock, at Stamford, to the midland but not the western counties.

The weight in grain, of those sorts at least which will bear carriage to Liverpool from the eastward, is fixed, upon the average already stated.

I shall now give the quantity of grain, in weight, received in London from the eastern ports of shipping-places in the counties of Norfolk, Suffolk, and Essex, and distinguish the aggregate shipped from the ports of the Wash (viz. Lynn, Wisbeach, and Boston). The average of three years, shipped from the Wash, is for wheat, barley, pease, and beans, only, which, from contiguity to the direct route to the westward, through the Stamford Canal, might, I think, almost with safety be expected to pass through it. This will more particularly take place when the markets hold out encouragement, as they uniformly will, as appears from the correct statement of the average prices already given. I shall then shew that, for the grain shipped from the eastern places, it will be cheaper to go by the inland than the marine navigation.

The following is the tonnage of the different sorts of grain, received in London, from the counties of Norfolk, Suffolk, and Essex, and of that shipped from the ports in the Wash (Lynn, Wisbeach, and Boston); the former upon the average of two, and the latter upon the average of three, years; viz.

From the Counties to London.

40,811	Tons of Wheat.
28,336	Barley.
23,260	Malt.
12,012	Beans.
3,580	Pease.
108,000	

From the Wash to all places.

8,493	Tons of Wheat.
13,625	Barley.
5,296	Pease & Beans.
27,414	
135,414	Tons.

It therefore appears, that the ports of the counties, which can profit by the Stamford junction navigation, send to the London market *only*, upwards of double the quantity imported into the port of Liverpool, and including that shipped from the Wash to all places it will be trebled. The question now to be considered is, if there will not be a great temptation to bring the grain, partly exported by the ports, to the approaches of the navigation to the Ouze, farther overland to the adequate demand. This question will principally turn upon the difference of expenses betwixt the inland and the marine navigation, from the eastern counties, computing the delay

by the length of the voyage, either round by Scotland or down channel by the Land's End.

The usual freights, from the ports in the Wash to Liverpool, has been, lately, from 10s. to 11s. 6d. per quarter, according to the season of the year and demand for shipping. A quarter of wheat we will suppose to cost, in Norfolk, only 65 shillings.

The cost of a quarter will be.

	£	s.	d.
Freight, from the Wash to Liverpool . .	0	10	0
Insurance in summer 2 guineas, in winter $3\frac{1}{2}$ to 4 guineas, reckon but 3 per cent. on 65s.	0	2	3
Make an allowance for sea-damage, which the policy of insurance does not cover, (unless the ship is stranded, or a general average,) waste, loss in measure, damage and sundry contingencies, reckon . . .	0	1	0
	£	0	13 3
Interest of money, from the delay and uncertainty of the sea-voyage			
Risk of markets from the same causes .			
Cost per quarter when the corn is received at Liverpool	} £		

The difficulty now appears to make a correct comparison with the charges of inland navigation. I cannot calculate precisely, nor within perhaps a few pence, the probable cost even of the carriage of grain from the river Ouse to Shardlow. I must therefore be allowed to take it upon surmise, or upon the cost of carriage betwixt Manchester and Shardlow, which, being a canal navigation all the way, must be much more expensive than from Shardlow to the river Ouse. From this river (excepting through the Wisbeach canal to the river Nen), quite up to Peterborough, is 'a tide and river navigation, and in that considerable distance only 1s. per ton lockage. This charge is paid on the Wisbeach canal, forming the junction of the rivers Ouse and Nen. If then we reckon the intended Stamford Junction Navigation to commence at or near Peterborough; from thence the tonnage or lock-dues, and the freight through Stamford and Okeham to Shardlow, (even not reckoning the return freight of coals to reduce the cost,) must be very reasonable: but as Shardlow will be about the centre point, and to omit details, to the eastern division, I will take the cost at 23s. per ton for grain, as it now is betwixt Shardlow and Manchester.

The cost will then be, from the points of the rivers Little Ouse and Lark, and falling into the Great Ouse, passing to the Nen; from thence near Peterborough, through the Stamford Junction

Navigation, to Manchester and Liverpool, per
ton - - - - - £.2 6 0

Which sum, divided by five, the
number of quarters of wheat usually
reckoned to a ton, makes the cost by
inland navigation, per quarter - - 0 9 2½

By marine navigation, not adding
various contingencies, as already
stated, - - - - - 0 13 3
which I conceive so palpable an answer to any
objections, that no further elucidation is requisite.

To the cheaper conveyance, already stated, by
this inland, than by the marine navigation, should
be added the consideration of an easy, secure, and
almost certain communication (frosts excepted) of
the different districts of the country with each
other. Considerable risk and great delay will be
avoided—the effect of tempestuous seasons: in
time of war, delays through convoys,—con-
trary winds, and other numerous disadvantages.
Thus little doubt remains in my mind, that the
traffic in grain will be a very considerable and
increasing trade, whereon the Stamford Junction
will found and derive, with the addition of coals, a
most important branch of its revenue.

ON THE
NATIONAL IMPOLICY
RESPECTING
C O A L S.

NEXT to bread, an indispensable requisite towards the stimulation of animal life is fuel. In this country nature has, as it were, acted the Dryad to the preservation of our maritime fortresses, and, by the singular donation, though partial distribution of subterraneous product in the north of England to Scotland, superseded the massacre of our oaks.

In most of the other European countries, the superficial produce of the earth completely serves the fulfilment of necessary wants. In Britain, from prescriptive usage, one of our most important necessities is answered by its embowelled treasures.

On the European continent, coals have not been discovered, or rather produced, excepting in the neighbourhood of Liege; and lately, a very inferior stratum has been worked, near Helsingburg in Sweden; but the quantity obtained in both is so trifling, and the quality so very inferior, that

they are scarcely worth mentioning. Nothing can be a greater proof of the estimation in which English coals are held on the continent, (not for domestic purposes, as in this country,) but for their manufactories of various descriptions, foundries, &c. than the amount of the official value in this article, exported from Great Britain to foreign places, which were, in the following years,

1805	-	-	-	£.525,014
1806	-	-	-	557,515
1807	-	-	-	494,240
1808	-	-	-	526,885

Notwithstanding the disposition of foreigners to take no more coals than their necessities demand, yet have them they must, at any price, for their naval, military, and manufacturing purposes. Strange, however, as it may appear, our enemies pay less for their coals from England, than we generally do ourselves, except at those ports in the island whence we export the article, or those places immediately contiguous to collieries, or on the navigations therefrom.

Whilst we export coals abroad to so great an amount in value, producing so trifling a return comparatively in revenue; I cannot forbear questioning the unequal policy of taxing one part of the kingdom so enormously, because it has not the natural advantages of another, for one of the most necessary articles in life. Yet the old-fashioned phrase, long before our commerce was

so widely diffused, of "the coasting-trade (as it is called) being the best nursery for our seamen," is now even extolled, no doubt, more for the raising an immense revenue (amounting at present to about one million per annum) than the intrinsic thing itself. It is therefore the revenue which is the secret motive for this avowed national nursery of our seamen, and not the nursery itself, as will be seen from the following statement.

In the year 1807, the duty on coals brought coastwise to London was £.570,715 14 3
On culm - - - - - 252 16 3

570,968 10 6

The duty on coals carried coastwise from one port to another in England and Wales only, was, in the same year, £.344,385 12 0
On culm - - - - - 8,741 11 7

353,127 3 7

One shilling per chaldron on coals, shipped in the river Tyne, for consumption in England - - - - -

26,719 0 0

£.949,814 14 2

In the same year we exported coals to the amount, according to official value, of 404,240l. the duty on which to the revenue was only - £.86,147 16 10

The duty on coals imported into London, is nearly double what is paid at any other port in

the kingdom, and on what is exported abroad.* Where then is the policy of this measure? for though in London, owing to the causes arising from a crowded and immense population, all the necessaries of life must be higher than in other quarters of the kingdom, and, by necessity, the demand greater,—why should its locality alone contribute so eminently to the revenue? The demand for coals from abroad has been, and always will be considerable. It forms, in my mind, an object of consideration for the relief of the metropolis at least, as well as for general legislative consideration.

At Hamburgh alone, are near five hundred sugar-houses, not one of which is now employed for want of coals. In Copenhagen, English coals, which readily sold at 32 dollars per last, and left an ordinary profit, have lately sold at 300 dollars per last. In the exportation of coals in 1808, notwithstanding all the restrictions and prohibitions of the enemy against most articles to the continent, we find the same amount exported as in the year 1805, when there were few or no obstacles in the way. This is, as I apprehend, an ample confirmation of my previous assertion, namely, that our enemies will have English coals at any price. Why not make them contribute something to reduce our domestic cost, or to encrease our revenue.

After this general outline relative to the policy

* See the preceding statement.

of this country in the article of coal, I shall, without delay, come to the interesting point of observation, viz. the quantity brought from Newcastle and Sunderland, to the different ports in the Wash, from whence, by means of the navigable rivers and canals, the interior has been supplied with this indispensable article. The average quantity of coal, brought to these ports by marine navigation, according to official documents in 1807, was, to

Boston, - - - - -	45,338 tons
Lynn, - - - - -	150,475
Wisbeach, - - - - -	23,596

Total	219,596 Tons
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The amount of the duty, or revenue to the treasury thereon, amounted, in the year 1807, to 58,559*l.* 1*s.* 6*d.* sterling.

To the quantity imported, not only at Boston in particular, but at the two other ports, may be added, that which was taken from Leeds and Wakefield for the sole purpose of a return freight of wool, which was the prime object of the adventurers in carrying a quantity of coals of no mean importance. The freight of coals from Newcastle and Sunderland to London*, of late, but particularly during the last year to the present month, has been from 24*s.* to 32*s.* per London chaldron. Vessels, however, might now be en-

* The quantity of coals imported into London is about 1,300,000 tons annually.

gaged at 26s. per chaldron, for twelve months certain employment in the trade. The freight from the northern ports to those in the Wash is proportioned to these terms, and some difference is made in the agreement, if vessels should get a freight of grain to London, or some contiguous port in return. The freight from Newcastle and Sunderland for coals, to the ports of Boston, Wisbeach, and Lynn, in ordinary times, according to the preceding rates, to London, might be reckoned from 18s. to 24s. per chaldron, Winchester-measure; and, in some instances, according to the season of the year, nearly as high as the freights paid to London, if there is no chance of getting a freight of grain from any of the ports in the Wash.

It is understood, that the coals shipped from the two northern ports to those in the WASH, are of a superior quality; and these are put on board the vessels in the rivers Tyne, or Wear, at from 30s. to 36s. per Newcastle chaldron; but reckoning at the medium, including all charges on board the vessels, the cost to be about 14l. per keel, of 8 Newcastle chaldrons, the keel may be expected to render upon the average 15½ chaldrons of London measure.

Therefore, reckoning the first cost, and all other rates of the freight as mentioned, insurance, light-dues, the permanent war and coasting duties, they will cost generally, at from about 47s. 6d. to 50s.

per London chaldron, in tempestuous seasons, at the *ports* in the Wash, if imported from Newcastle; or Sunderland,—the price will be still higher should there be a demand for shipping.

I have given this general detailed account, most clearly, of the marine coal trade, and that to the *WASH* particularly, in order that a judgment might be formed of the possible competition with the *inland* coal. This I have done, as the latter might be conveyed from the west in the neighbourhood of *Shardlow*, from the *Cromford* and the *Erewash Canals*, falling into the *Trent* just opposite the mouth of the river *Soar*; and finally passing through the intended *Stamford Junction*, and so proceed on to the eastern markets.

The result of the most minute and attentive enquiry as to the superior benefit generally derivable to the public, in the line of the intended *Stamford Junction*, not only in the conveyance of grain, but particularly of coals, is manifested by the following facts:

Coals, by the *Cromford* and *Erewash Canals*, £. s. d.

sell, at the *Soar Mouth*, per ton, - - - 0 10 6

On the *Grand Junction* line,

at *Blisworth*, per ton, - - - 1 5 0

at *Northampton* - - - 1 8 4

at *Long Buckby* - - - 1 3 4

Warwickshire coals being reckoned of an inferior quality to the above, which are *Wednesbury*, the price is at *3s. 6d.* per ton less for the former than the latter. The distance from the

river Soar at the Trent, to Oakham, or to Market Harborough, is nearly the same both in distance and lockage, excepting the difference of 1*d.* per ton less to Oakham ; yet the coals from the same colliery are sold invariably at 1*s.* per ton less at Oakham than at Harborough : this arises from the boatmen's wages being more to one, than to the other place.

The general average price of coals selling wholesale at Harborough is 2*s.* 6*d.* per ton, and at Oakham 2*s.* 6*d.* per ton of 2240*lb.* The largeness of the pit-measure opposed to that of delivery, creates that difference, which forms the profit on the first cost, added to tonnage and labourage. The distance from Oakham to Stamford will be 16 miles; and 25, from Harborough to Stamford : so that coals, grain, and all articles will be conveyed considerably cheaper by the *Stamford Junction* than by the intended Harborough line, not only in distance, but in labourage and lock-dues. The navigation of the river Nen now improving, will supplant it to and from the *Grand Junction* on that line at Stamford. The inference from what has been said, must then be, that as the navigation proprietors from the river Soar to Oakham will be benefited in a manner superior to their original calculation, some abatement ought to be made in their rates, for the additional and unexpected quantity of traffic brought upon it by the *Stamford Junction*.

This appears so reasonable that I am per-

suaed it will not be objected to, when we take into account the quantity of grain to Shardlow in one way, and of coals as a return freight in the other. Coals in transit from the west to the east, may then be expected to cost, at Stamford, at about from 25s. to 26s. per ton.

To this cost, by proceeding eastward, an addition will be made of the lockage at Stamford to the river Nen; in the navigation of which river, thence to Wisbeach, as there are no locks, and the tide considerably aids it (flowing within ten miles of Peterborough) to Wisbeach, the lock-duct from thence to the river Ouse will be only 1s. per chaldron. The coals conveyed to the interior by that river, and in those parts from whence corn in particular will be brought, will be reasonable in cost of carriage, on account of the reciprocal traffic in grain and coals, and mutual exchange of commodities. The sea-coal at the ports will cost from 45s. to 50s. per chaldron of 26cwt. but if we take the average at 47s. 6d. per chaldron, the ton will, at the ports, cost 36s. 8d. The transportation from thence to the interior will be attended with a greater expence, than in the vessels trading through Stamford, by the expence of shifting the cargo, which will in this instance be put on board at Shardlow for the whole voyage, till the delivery at any district on the Ouse.

We must however allow that the three ports in the Wash will have a share of the sea-coal trade, thought it

be only brought for ballast coastwise in vessels occasionally coming for grain and wool; but their respective interior trade for coal, Boston excepted, will be chiefly engrossed by means of the *Stamford Junction*. The competition for the supplying of 220,000 tons of coals will then be fairly tried between the marine and the inland navigation. The price for the former may be reckoned at about 36*s.* 8*d.* per ton, and for the latter, according to the rates to be fixed thereon, at from 28*s.* to 31*s.* per ton. In fine, should it happen that the coal trade be divided amongst the three ports of the WASH with the *Stamford Junction*, it will render the latter a most profitable concern.

ON THE

NATIONAL BENEFIT

DERIVED THROUGH

SHIPPING, NAVIGATION, &c.

I CANNOT here refrain from making a few observations upon the general subject of our shipping; it has, in fact, an obligatory claim on our attention, not only as it is creative of our vast commercial power and aggrandizement, but as it forms the basis of our protecting navies.

It is a circumstance of peculiar felicity, that the projected Stamford Junction concentrates all the advantages of calling forth our general capabilities through the island, in this important head.

In the first place, its navigable facilities will be connected with that district of country, where the greatest quantity of hemp and flax is grown in the kingdom, and sufficiently capable of supplying the demand for our naval and commercial fleets, not only in these articles for cordage, but for sail-cloth

also. The latter can be produced, of native growth, equal to the quantity imported and used in all the linens we have imported and hitherto consumed. I am not extravagant when I state, that 270,000 acres of such land will accomplish the whole object, and form a saving to the nation to the amount of at least four millions, which we have paid to our enemies for these two articles, while their produce in seeds would make an aggregate of at least four and a half millions pounds sterling, to be obtained in that district alone.

By the Stamford Junction, a fine and new opening is directly made to a new district, if I may term it, as it really is, for ship-timber. This lies not only in the counties of Rutland and Leicester, but contiguous to the line through which the whole extent of the intended canal will pass to the interior; from whence it could not be got to Hull, even by the Trent, except at a cost beyond its value, or at a price at which they could import such plank and timber from abroad; high as the article has been of late years. Of course, the inestimable fine *British oak*, which floats with our existence and independence, has not borne in the interior so high a price as *foreign fir* would cost. It has, therefore, from the want of a navigable communication like the present, been cut up for ordinary purposes, to which foreign fir might have been appropriated at a much lower rate, by means of the intended navigation; so that through its medium in this instance, a treble object will be acquired; the two

as before stated, and the third resulting to the landowner.

Coal and ironstone abound in large quantities on the line connected with the intended Junction, so that iron may be purchased at a cheap rate; and so well is it now manufactured, and at so reasonable a price, that we are become exporters, and independent of other countries, excepting for the fine sorts of Swedish, for particular branches of our manufactures.

On account of the enormous price of all sorts of naval stores, the progress of ship-building has been, as it must be, greatly checked. In the British Empire, we were in the habit of building, but a few years ago, from 12 to 1500 sail of commercial vessels annually. How deplorable to see the decline, when the number and tonnage of merchant vessels built in the *United Kingdom*, in each year ending on the first of January, stood as follows;

1807	-	-	-	599	Vessels	-	58,666	Tons
1808	-	-	-	520	-	-	57,961	
1809	-	-	-	445	-	-	45,939	

Boston has not held the share of shipping, to which by her commerce she might be entitled. Much less has Wisbeach enjoyed this advantage, though it has the whole extent of the river Nen for its supply. Nor Lynn, though possessing that of the river Ouse. Hull has a wide range indeed, of all the Yorkshire rivers, and hitherto in part the Trent.

The quantity of shipping belonging to the ports in question, was, on the 30th of September, 1807 :

	Vessels.	Tons.	Navigated by
Hull - -	704 - -	77,304 - -	4,832 men.
Boston - -	154 - -	8,967 - -	519
Wisbeach	23 - -	1,114 - -	63
Lynn - -	143 - -	14,762 - -	839

and the following is an account of the number and size of vessels built in the year ending 5th of January, 1807, at the above ports.

	Vessels.	Tons.		Vessels.	Tons.
BOSTON.-	1 -	101	HULL -	1 -	368
	1 -	84		1 -	104
	1 -	19		1 -	2
	1 -	31		1 -	175
	1 -	9		1 -	45
	1 -	42		1 -	45
	1 -	8		1 -	330
	1 -	84		1 -	46
				1 -	45
	8	376		1 -	219
				1 -	46
WISBEACH	1 -	50		1 -	46
	1 -	27		1 -	289
	1 -	11		1 -	45
				1 -	150
	3	88		1 -	48
				1 -	65
LYNN -	1 -	318		1 -	110
	1 -	14		1 -	213
				1 -	128
	2	332		1 -	144
				1 -	284

	Vessels.	Tons.		Vessels.	Tons.
HULL	1	- 185	HULL	1	- 46
	1	- 197		1	- 215
	1	- 85		1	- 48
	1	- 46		1	- 266
	1	- 149		1	- 275
	1	- 45		1	- 301
	1	- 47		1	- 237
	1	- 187		1	- 103
	1	- 45		1	- 96
	1	- 203			
	1	- 45		43	5923
	1	- 50			

	Vessels.	Tons.
BOSTON	8	376
WISBEACH	8	88
LYNN	2	332
GRIMSBY	3	97
HULL	43	5923
Total.	59	6816

When the Stamford Junction shall be completed, I have no doubt of seeing the ports in the Wash participate in a share of the trade with the Thames, but the Humber in particular.

The port of Boston lies directly opposite the heart of the kingdom, and through Stamford, both by the river Nen and the Oakham Canal, it will participate in the foreign trade of imports and exports. It will also share in the export of produce and manufactures from the central parts of the king-

dom, and be preferable to the precarious navigation of the river Trent to Gainsborough, and thence by a more dangerous navigation to Hull. Boston, by its immense export of oats to the London market, where the greatest share will ever go, must derive great advantage to her shipping. In the return freight, she can afford to bring back, in lieu of ballast, articles of utility and consumption, even for Leicestershire, at a cheaper rate through the Stamford, than along the Grand Junction and intended Union Canals.

When we view the object of the enemy, and the possible means he may have in his power by the approximation of his shores; our coasting and foreign trade in the Channel, through Dover Straits, may be much annoyed. It is therefore curious, if not interesting, to see the proportion of foreign trade, by the number of vessels, their tonnage, and number of men to navigate the same; trading to those quarters lying in the course thereto and therefrom westward of England. This traffic may altogether, or a great share, at no distant period, go to and from the ports on that side of England, viz. with the United States of America, foreign colonies in America and West Indies, British colonies in America and West Indies, East Indies, and Cape of Good Hope, Africa, Gibraltar, Malta, Guernsey, and Ireland. The number, &c. of vessels thus trading, in the year 1807, was,

•

INWARDS.

	Vessels.	Tons.	Men.
British	8462	961,776	58,677
Foreign	673	172,148	7,739
	9135	1,133,924	66,416

OUTWARDS.

	Vessels.	Tons.	Men.
British	9160	1,044,279	67,814
Foreign	673	175,261	8,204
	9833	1,219,540	76,018

The gross amount of the western trade, inwards and outwards :
 18,968 vessels. 2,353,464 tons. 142,424 men.

Of the *foreign* ships, it must be observed, excepting about 60 sail inwards, and 7 sail outwards, that the rest belonged to the United States of America. So much for the trade on the western side of the island.

I shall now collect the analysis of the quantity of tonnage employed in the easterly trade of England only, distinguishing British from Foreign shipping.

In this statement, I also comprize the repeated voyages made by the shipping employed, viz. to and from Dantzic, Denmark, Norway, Flanders, Germany, Hamburgh, Holland, Prussia, Russia, and Sweden ; in short, all places (Greenland and Davis Straights excepted) north of France.

INWARDS.

	Vessels.	Tons.	Men.
British	1766	330,556	16,010
Foreign	2270	227,456	20,550
	4036	558,012	36,560

OUTWARDS.

British	1548	282,392	13,914
Foreign	2336	336,159	17,628
	3884	618,551	31,542

Aggregate quantity employed in the eastern continental trade
of England only :

7920 vessels. 1,176,563 tons. 68,102 men.

It may be asked, how can this explained division of the commerce of England on its eastern and western sides, apply to the locality of the ports in the *Wash* and on the *Stamford Junction*? I shall reply, in the first place, that unforeseen possibilities may arise, un contemplated, and consequently unprovided for: secondly, that the natural advantages and the considerations already stated of intermediate positions between the Humber and the Thames, and immediate contiguity to the heart of the kingdom, must, by proper care and attention, cause the ports of Boston and Wisbeach to be places of increasing importance. These are gratifying prospects for those ports, and they are

founded upon solid principles. They are, however, dependent upon the energy and enterprize of the present or future residents, who, seeing these important advantages in store, may be led to cultivate them.

Some calculation may be formed for the future, by an analysis of the past, even under all its disadvantages, and the difficulties of the present moment. I have abstracted the number of vessels and their tonnage, which entered *inwards* and cleared *outwards*, in the several ports on the *west coast of England*, from LIVERPOOL inclusive to the northward; and likewise to and from the east coast, from LYNN REGIS in Norfolk inclusive, to the northward. All to, or from any part of the continent of Europe, situate north or north-eastward of Holland, for 5 years, ending 5th of January 1806, viz.

	INWARDS.		OUTWARDS.	
	Vessels.	Tons.	Vessels.	Tons.
1802	469	92,283	486	101,999
1803	446	96,768	420	87,531
1804	345	81,054	369	89,544
1805	383	84,061	406	83,223
1806	420	88,454	520	109,990
Average of 5 years	412	88,532	440	94,457

The aggregate quantity of shipping chiefly from Liverpool, Hull, and the Wash:

	Vessels.	Tons.
Inwards	412	88,523
Outwards ,	440	94,457
Total	852	182,980

To sum up the general and particular view now given of the shipping, trade, and navigation of England only; when the whole is duly considered, the circuitous route experienced hitherto by a great part of the trade both by the Humber and Thames; when these disadvantages are contrasted with the direct, speedy and secure conveyance through the STAMFORD JUNCTION, and likewise by the Nen; it is certainly an inference both just and natural, that a very considerable quantity of additional tonnage, in the way of foreign imports and exports, will assuredly pass and repass through these new projected interior channels, to a very considerable extent, of the interior manufacturing districts. A share of the foreign and domestic imports and exports of Hull, through the projected canals to Boston and Wisbeach, must be a natural consequence also, when we cast our eyes upon the map, and observe the great distance from Hull to the manufacturing and trading districts in the centre of the kingdom. This, occasioned by the long, tedious, and precarious river navigation of the Trent, subject to droughts in summer; to frosts, and likewise floods, at other seasons of the year; the Stamford Junction Canal, directly opposite, will obviate these difficulties to and from the ports of the Wash, in all but frosty periods.

That this suggestion may not be deemed speculative, but confirmatory of the sentiments I

have advanced, I here subjoin the revenue of the river Trent navigation, between Gainsborough and Shardlow, the tolls of which are very moderate, yet at the same time amount to a considerable sum.

They were as follows :

In 1802	- -	£.7,259	6	3
1803	- -	6,527	8	4
1804	- -	7,421	6	6
1805	- -	6,762	11	5
1806	- -	7,343	9	7
1807	- -	7,191	14	9

A moiety of this may be expected by the intended Stamford Junction Navigation Company, so soon as the laudable effort is completed.

GENERAL SUMMARY.

HAVING classified, under distinct heads of explanation, the most important subjects connected with my general views, I come now finally to impress the possible advantages deducible from my plans being put into practice. Upon my commencing observations relative to the general, political, and commercial system, I leave the legislature of the country to decide. I cannot, however, resist the mention of a pretty wide elucidation being thrown on those generally interesting subjects, by the developement of facts, heretofore unknown, or rather confined.

It will be observable, that in the course of my suggestions, I have dwelt chiefly upon the principle of our general trade, emanating *only* from two lateral points of the *island*, namely, the *eastern* and the *western*. That such a stricture may possibly occur from the prospects on the European continent, as well as the American, is highly probable. It will therefore be gratifying, from a knowledge of the tonnage in shipping employed in the trade on each side of the island, to calculate

the probable share in value, which will pass through the inland navigation from port to port. I also point out the amount in value of the aggregate trade of the country, on the east and on the west, which I have stated in the three years previous to the American embargo, and the subjugation of Germany, Prussia, and the northern powers. The first is :

State of the Trade from the Westward side of the Island of Great Britain.

Imported in	1804.	1805.	1806.
Southern European produce - - -	£.2,324,542	2,974,249	2,642,740
Colonial and American produce -	10,128,741	9,520,128	12,085,899
Irish produce and manufactures -	2,693,745	2,980,493	3,245,742
Sundries - - - -	1,215,698	1,229,531	1,482,870
Prize goods - - -	1,970,523	1,141,710	735,938
East-India goods -	5,214,621	6,072,160	3,755,396
	£. 23,547,870	23,919,271	23,948,585

Of which re-exported			
East-India goods -	3,760,695	3,147,732	2,667,404
Colonial and American produce - -	3,582,999	3,957,994	4,366,958
Irish produce and manufactures -	397,977	400,308	333,445
Sundries, including Prize goods - - -	2,247,068	1,838,593	1,024,189
	£.9,984,739	9,345,182	8,391,996

British produce and manufactures exported to all places in the same years. }	£.23,935,793	25,004,337	27,403,653
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From Great Britain eastward, or the parts north-eastward, to which a great share of the above amount was re-exported, were Holland, Germany, and all the powers around the Baltic. From these quarters was imported into Great Britain in northern produce and manufactures, in the same years, in amount, viz.—

<i>From the East.</i>			
	1804.	1805.	1806.
Produce and manufactures,	4,233,277	4,404,805	4,113,402
Of Corn and Grain,	923,696	1,534,243	318,352
	£. 5,156,973	5,939,048	4 431,754
Of which, foreign } European produce } re-exported, }	£. 530,835	605,326	732,483

Such is the view we may take of the probable conveyance of foreign and our own products; Those on the eastern being transported inland, to the western ports for re-exportation, and vice versa, the importation into the western transported through the interior to the eastern ports for exportation, by the system of navigable connection upon which I have spoken, and which will, by a concentive power, form as it were new hearts and new pulses for the various districts of the kingdom.

The great efforts I have made in this way upon a basis neither so explained before, nor so strikingly illustrated, will, I trust, shew to every impartial mind, that I was not superficial in my

judgment in my first views, nor inefficient in industry and research to realize them.

Perhaps there are few if any parts of the three kingdoms, which present to the geographic eye a district better adapted, from its comprehension of ports, than the inlet of the *Wash*, betwixt the Thames and Humber, than Stamford. It is connected with the grazing counties, and leads directly to the heart of the kingdom in the midst of the manufacturing districts. It is a line of navigable communication, neither superseding, nor anticipating endeavours to oppose progress in the undertakings which have been, or can be of avail.

I have not only, as will be seen, connected the produce of the soil of the various counties through which the line will pass, but by tables shewn the probable relation, by retrospect in prospect between their produce and traffic mutually. To this I shall presently subjoin some general details, for the commercial body and enterprising part of men. The whole will form a general view, which, with what I have already given of the corn and coal trades, shipping interests, foreign and domestic imports and exports, &c. &c. will enable the reader to make a pretty accurate estimate for himself of the probable results, after he has perused the following details as immediately interesting to the Stamford intended Navigation.

Not far distant from Stamford, and immediately

on the intended line of the Navigation, is as fine STONE as any in the kingdom, fit for every useful and ornamental purpose. Very considerable quantities of this article are conveyed coastwise even from Yorkshire, and also from Portland, paying a coasting duty, which, with slate, amounted, in

1806 to	-	-	-	£34,719	18	8
1807 to	-	-	-	32,532	5	9
1808 to	-	-	-	32,967	12	5

SLATE is likewise here in abundance, so that very considerable quantities to the Fen countries, will be conveyed through Stamford, and the various branches eastward by means of this canal, as well as considerable quantities of such fine stone, to be conveyed no doubt coastwise.

LIME can, by means of this canal, be had in the greatest plenty, and at the most reasonable rate, to the great benefit and improvement of the low countries, where at present they have it from remote distances.

SALT will form no inconsiderable article, from the salt-works in Cheshire, when we are cut off from external supplies. By this channel our domestic produce of that article for exportation, in difficult times of war, may be very considerable; through the navigations from the westward to Hull, near 60,000 tons last year was transported: but this is casual.

WOOL in considerable quantities from Leicestershire and Rutland, and along the line, will be brought,

in large quantities for Leeds, Wakefield, and that woollen manufacturing district. It will go by way of Boston, the Witham, Trent, &c. and thus avoid the trouble and expence of being landed, reweighed, &c. at the Custom-House, as is the case if transported by marine navigation.

TIMBER can be brought down from the interior for ship-building. Foreign fir, &c. in return for building, and ordinary domestic purposes.

HEMP, FLAX, and seeds, from the low countries, can be conveyed to the interior, exclusive of what may be imported by way of Boston, instead of Hull, for the same parts.

IRON, the manufacture of the western districts, can be brought to the ports and eastern interior.

WINES, SPIRITS, ale, porter, and beer.

GROCERIES, from London and Liverpool, whichever is the cheapest market, will be easily conveyed to the counties of Rutland and Leicester, and adjacent districts, where the Grand Junction and Nen do not approach.

From the manufacturing districts of the interior, of their produce or manufactures upon the line of this canal, and its collateral communications, the tonnage which may be conveyed thereon not only for domestic use in the eastern districts, but for exportation from BOSTON, in preference to the circuitous route by the Trent and Humber to Hull, must be considerable. That some estimate may be formed of the amount, I refer to the preceding section, where the tonnage arising from the

trade on the Trent betwixt Shardlow and Gainsborough, is found to average upwards of 7000*l.* sterling per annum, which is chiefly a precarious river navigation course,—the tonnage very low. A share of this will pass through the Stamford line, or its navigable branches.

In domestic articles of EXPORTATION it is almost impossible to enumerate the tonnage or amount correctly, being so various in denomination, and some in packages of great value and little compass; but as the importation can be more accurately ascertained, I have subjoined details under that head into Hull, Boston, and Lynn, of the principal articles only, as data upon which may be founded some calculation of that share of trade to Hull. For the interior which probably will come to Boston, both upon the Nen, as well as along Oakham, &c. the following will suffice. [*See the Table in the Appendix.*]

I shall not pretend to estimate the cost or probable expence of effecting the described intended navigable junctions, particularly as it falls within the province of a professed engineer, who will, ere long, no doubt present his report.

I shall, however, venture to speak of the probable tonnage to raise the revenue, so far as my research enables me to meet that estimate when published. The attention I have paid to the subject will, I trust, be admitted, from what I have already detailed; but a vast deal of most interesting mi-

nutiæ. I have kept in re-serve till the moment arrives in which it may be expedient to discuss the topics respectively belonging to the general project.

I give it as a mere matter of opinion only, that the aggregate quantity of tonnage possible to pass and repass to and from Oakham to Stamford, and in the same manner on the Nen Junction, as well as to and from Boston and Spalding to Stamford, may, when the whole undertaking is completed, and easily practicable in the navigation ; including the coal, the grain, and various other articles enumerated, contributing to the revenue, possibly amount to about 200,000 tons, at the most moderate estimate, in the first instance. This depends however so much upon circumstances, and some expedient arrangements being judiciously executed, that it is unnecessary here to point out, till the progress in the undertaking requires it.

In drawing towards a conclusion, however, I cannot resist the inclination to observe, that although I originated the design of which I have treated, and have spared no personal exertion, or individual expence, to bring the undertaking to its present advanced state ; I feel no small gratification, I must own, that subscriptions for the supposed sum probably to be required for its execution, were so quickly filled up from my suggestions, without any prospectus or public statements,

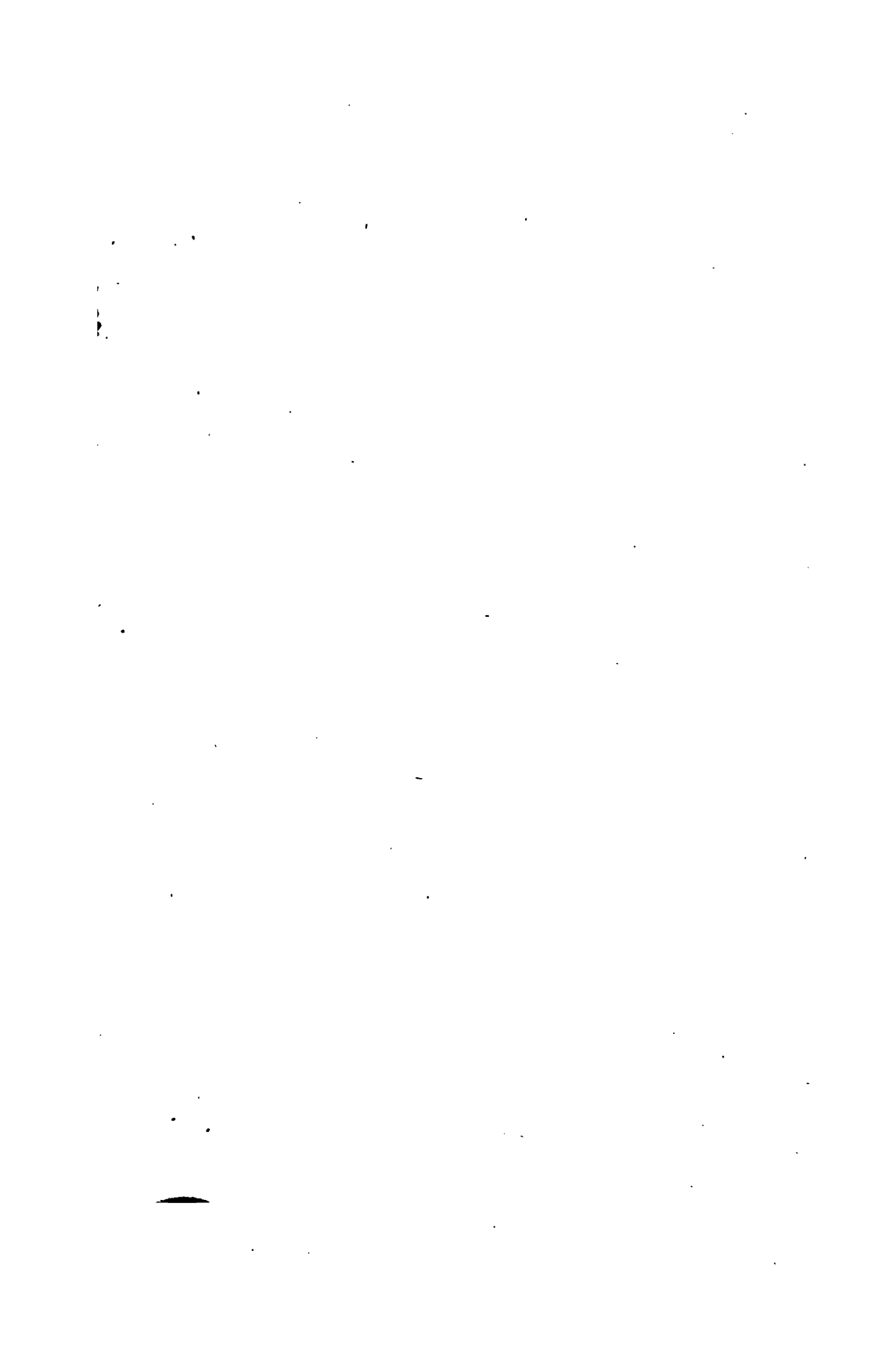
What I have stated relative to the whole of the

intended *Stamford Navigation*, arises out of my own individual views and ideas, without any communication with or information from the Stamford committee upon the subject. Any error of judgment, or unintentional inaccuracy of detail, if any, must be attributed solely to myself. I therefore, upon a principle of justice, completely exonerate the other members of that committee from any imputation, which their views for the welfare of the concern might, without this plain but candid declaration, be passed on them by the subscribers or others interested, in any future discussion, which, in the progress of obtaining an act, and in the execution of the concern, most probably will in the nature of things take place.

To conclude this hasty sketch, I shall presume to notice the bandied reflections, now almost become proverbial, and usually cast upon persons *projecting*, or *officially* concerned in the execution of similar public undertakings. It is fatally axiomatic in concerns plentifully gifted with returns for public benefit, and private advantage, that they are often marred, as we have but too many instances in the kingdom (and at this moment no less than three infantine public projects are so), not by the projectors themselves, but by the selfishness and narrow policy of those invited to an immediate share in the participation of interest. This is the lamentable result of a want of public guardianship being independently exercised over the views of those who look only to private emo-

lument, not from the pecuniary amount of their investiture in the concern, but frequently from the advantage to be made by it otherwise.

As the prime mover, and special parent of this project, my utmost vigilance shall invariably continue as I trust it will be admitted it has hitherto done, to the least apparent interference of private views in its concerns with its original intent ; namely, the general benefit of Stamford and its vicinage. My personal and private attachments shall not militate against my public responsibility and duty. Feeling therefore as I do, I submit to the public the fostering care of the undertaking.



POSTSCRIPT.

I HAVE said, in a former part of this work, that through the *recusant* system pursued by the United States of America, we now act for ourselves, in opening a *primary* market for our commodities. Of this, there can be no greater proof given in confirmation, than the following statement, which is *only just now* laid before the House of Commons, and may be considered as accurate.

It will clearly be seen that this document is so far important, as that it completely bears me out in my statement of the trade and interests of the United States of America already given, (p. 11, 14, & 21.)

The total real value of Exports from England to all Parts of America and the West Indies; distinguishing British Produce and Manufactures from Foreign and Colonial Merchandize, and distinguishing the United States from other Parts of America, in the Four Quarters ending the 10th of October 1806, 1807, 1808, and 1809.

	YEARS ending 10th OCTOBER			
	1806.	1807.	1808.	1809.
REAL VALUE OF BRITISH PRODUCE AND MANUFACTURES EXPORTED.	£.		£.	
To the United States of America - - -	11,716,620	11,119,048	5,718,615	7,067,779
To other parts of America and the West Indies -	7,275,911	8,635,860	12,041,320	16,683,783
£.	18,992,531	19,754,908	17,759,935	23,751,562
FOREIGN AND COLONIAL MERCHANDIZE.				
To the United States of America - - -	458,875	253,822	65,788	195,073
To other parts of America and the West Indies -	696,495	650,761	817,775	1,488,179
£.	1,155,370	904,583	883,563	1,683,252
TOTAL EXPORTS.				
To the United States of America - - -	12,175,495	11,372,870	5,784,403	7,262,852
To other parts of America and the West Indies -	7,972,406	9,286,621	12,859,095	18,171,962
£.	20,147,901	20,659,491	18,643,498	25,434,814

In the same papers *just now* laid upon the table of the House of Commons, is an account of the *real value* of the principal articles, of the produce of the *United States* of America imported into England, in the following years, ending the 10th of October in each year, viz.

1807	-	-	-	£.4,881,614
1808	-	-	-	2,478,532
1809	-	-	-	4,383,508

and of the *very same articles* imported from all other countries, (except the East Indies and China,)

1807	-	-	-	£.6,758,558
1808	-	-	-	4,661,951
1809	-	-	-	7,964,116

which is likewise confirmative of my former assertion, that we can be supplied with the *very same articles*, in quantities adequate to our demand, from other quarters than the *United States*, and therefore, that the longer the Americans continue aloof from amicable intercourse, the less favourable it will eventually be to their own interests.

Amongst the same statements, the following are abstracted, relative to the situation of the *British* trade, to the present moment, likewise bearing out my suggestions in the former part of this work; not as demonstrative of a solid increase of our national prosperity, but rather a sudden ebullition arising from the causes stated.

To this may be added, that, in consequence of

a considerable profit in the previous year on the importation of the superabundant produce of the enemy, the last year's importation has infinitely exceeded the possible domestic consumption, or foreign exportation. The consequence will be, a stagnation in our trade for a time, and domestic embarrassment.

Excepting East-India and China goods, the following is an account of the importation and exportation of Great Britain, in three quarters, each ending 10th October, in each of the following years.

Importation :			
	1807.	1808.	1809.
Foreign and Colonial produce - - -	17,075,159	14,462,739	19,808,198
Irish produce and manufactures -	2,642,237	3,191,792	2,656,677
TOTAL £.	19,717,396	17,654,531	22,464,875

Exportation :			
Foreign and Colonial Goods - - -	7,876,763	5,970,877	11,693,178
British produce and manufactures	21,124,014	19,660,063	28,130,926
TOTAL £.	29,000,782	25,630,940	39,824,104

APPENDIX.

MR. TELFORD'S REPORT

TO THE

COMMITTEE, AT STAMFORD, OF THE INTENDED JUNCTION NAVIGATION COMPANY.

1810.

“HAVING, in compliance with the directions of the Committee, carefully examined the Districts of Country, extending from Stamford Westwardly to Okeham, and Eastwardly to Peterborough, Spalding, the Foss-Dyke, and Boston ;—I shall state my ideas with regard to the sundry Lines of Inland Navigation, which appear best calculated to promote the most perfect intercourse, and, consequently, the general prosperity of the Country.

“The whole of Leicestershire being already intersected from North to South by an Inland Navigation, and also from West to East by a Line of Canal, passing by Melton Mowbray to Okeham, in Rutlandshire, there now only remains to be considered and determined, the most advisable mode of proceeding from the last point, Eastwardly, to the Ports situated upon the great Bay or Inlet, called the Wash ; and thereby opening a direct and commodious Communication with a Point on the East Coast, nearly central between the Trent and the Thames.

“ The town of Okeham, at which the last-mentioned Canal terminates, being situated upon the summit of the Ridge of Land, which occupies this part of the Country, and from which the adjacent streams have their course to the River Welland, affords an opportunity of choosing a Line of Canal, either down the River Wash, or Guash, which falls into the River Welland about a Mile and a Half below Stamford Bridge ; or down the River Chater, which unites with the Welland about two Miles and a Half above Stamford.

“ The River Wash, occupying the Valley nearest to the Town of Okeham, has induced Mr. Whitworth, in his Survey, to follow that Stream to its junction with the Welland ; but by that Line, though sufficiently regular in its decent, being obliged to skirt the North Side of the high Ridge of Land, which lies to the North of Stamford, an awkward circuitry is created before it can reach the Town, so that the distance by the Navigation between Stamford and Okeham would be nearly nineteen Miles.

“ In proceeding from the Sea-Coast to the Interior of the Country, the Vessels, navigating that Line, must either pass at the distance of about one Mile and a Half from Stamford ; or, having come up to the Town, must return the same distance, along the same Line, to get into the Valley of the Wash.

“ These circumstances, in my opinion, render that Line objectionable, and inferior to another Line which may be obtained by means which Mr. Whitworth has himself partly pointed out. This is by continuing the head Level from Okeham over the South Field, along the before-mentioned Line, about a Mile and a Quarter from Okeham ; and from

thence, instead of locking down the Wash Valley, to continue through Eggleton into Gunthorpe, and there locking down to reduce the embankment across the Wash Valley, so that the cutting through the Ridge, at Martinsthorpe, shall afford earth sufficient for its construction. This will enable the Line to be carried into the Chater Valley, without being encumbered with a Tunnel, which Mr. Whitworth, from a cursory view, apprehended necessary. The Valley between Gunthorpe and Martinsthorpe will also be a convenient place to receive the Feeder from the Reservoir proposed to be formed at Braunston.

"This Line, having crossed the Ridge at Martinsthorpe; should be locked down nearly to the bottom of the Valley of the Chater, and be carried down the North Side, to near Ketton, where, in order to avoid the Village, it should cross to the South Side of the Valley. After passing the Village, it must again be brought to the North Side, and be continued to the most favorable Point for crossing the River Welland, below where the Chater has fallen into it. After crossing the Welland, the Line should be carried along the Skirts of the Wood, as nearly as possible, in the division between the Uplands and the Meadows, and it should fall into the River above Stamford Bridge, in the most convenient way, to enable Wharfs to be formed on each side of the River. For accomplishing this object the opportunities are ample, without interfering with Buildings. I prefer the South Bank of the River Welland, from near the junction of the Chater, because it is more favorable ground for a Canal than the North Bank, which is composed of loose Rock; and because, if the proposed Line to Harborough be executed, the last-mentioned two Miles and an Half would answer the purposes of both Navigations. The Length of the Line, between Stamford and

Okeham, as nearly as I can at present make out, would not exceed fifteen Miles, being shorter than the Line laid down by Mr. Whitworth by four Miles. Besides, that this Line arrives at Stamford, from Okeham, by a shorter distance than the other ; it will be more satisfactory to the principal Land Owners in the County of Rutland ; it bears more equally upon the general population of that County than the other does ; and it will for ever fix, more directly, the intercourse by Inland Navigation through the Town of Stamford.

“ Proceeding from Stamford towards the Sea Coast, it will be necessary to continue upon, and improve the present Navigation of the Welland to the second Lock, being a distance of about three Miles ; but, from thence to the Sea, it will cost more to render the Old Navigation perfect, and acquire a proper Outlet to the Sea, than will construct an entirely new Canal Navigation to the Town of Boston.

“ I am therefore of opinion, that, at or near the second Lock, a Line of Canal should depart from the North Bank of the Welland, and, passing along a Line between the Uplands and the Meadows to the Westward of Tallington, and immediately Eastward of Barholm, to the West of Kate’s Bridge,—it should enter the Car Dyke, along which it should be carried, until that ancient work approaches the South Forty-foot Drain ;—and opposite Billingborough, or Horbling, and then should proceed along that excellent Drain, to the Town of Boston.

“ From the Welland to Car Dyke, an entirely new Canal must be formed. Its passing, as much as practicable, between the Uplands and Meadows, will be favorable to the adjoining properties, and afford good ground for the ne-

cessary works. Along the Car Dyke, in many places, it has been preserved as a Drain, and will become a part of the proposed Navigation. It will then also form a more perfect boundary to the fields which have always been separated by it, and, when they are accommodated by necessary Bridges, the adjacent properties will be much improved. Along the South Forty-foot Drain, with the exception of deepening its bottom, from half a yard to two feet, and widening the Lock at Boston, to suit the breadth and draft of Vessels which navigate the Leicestershire Canals, very little more is required to render it an excellent Navigation.

“By the Canal Line being carried along the Car Dyke, it will not at all interfere with the Navigations of the Rivers Glen and Bourne, because it passes above the places where those Navigations terminate; and, as the waters of those Rivers will be passed under the Canal, no apprehensions can be entertained that their usual supplies will be lessened.

“The River Welland cannot be injured, because, during Winter and Rainy Seasons, the superabundance of Water will be more than sufficient for all purposes: and, in dry Seasons, as the Supplies of Water for this Navigation are proposed to be drawn from Reservoirs, situated near the Summits of the Country, they will be passed through Locks, in the Upper Country, which are at least double the Depth of those in the Lower Country, so that, unless there is more than double the quantity of business in the Fens, to what is carried through the Upper Country, no additional Water can be required. Besides, the Leakage from the Upper Locks will be much more than from the lower ones, consequently the Surplus Water must fall into the Welland.

“The South Forty-foot Drain Proprietors will have no

apprehensions of too great Increase of Water in their Drain, when they consider the Interest the Canal Proprietors will have to preserve their Water, by constructing very shallow and perfect Locks, and by adding to this, the great extent of Surface each Lockfull has to spread over, and the regulation which will be constantly taking place by the Lock at Boston.

“The Conservators of the Port and Haven of Boston, besides the certain prospect they will have of increasing the prosperity of the place, must be sensible of the evident advantage of deriving additional supplies of Water to assist in scouring out and maintaining the Bed of the River between Boston and the Sea.

“The communication between Stamford and Boston, by passing along the Line of Division between the Upland and Fen Countries, where the most populous Market Towns and Villages are situated, will (exclusively of the thorough trade) be of great advantage to all the District of Country through which it passes, and afford adequate tonnage dues in return; so that, upon the whole, this appears to be an improvement which will be generally beneficial, and will interfere, as little as possible, with any established rights.

“In order to render the Inland Navigation of this District of Country, and the Connections with the Interior Districts more perfect, and to afford a fair competition of local advantages, I am of opinion that a Canal should be carried between the Welland and the Nen: and the Country appears to be particularly favorable for this junction. This Line should depart from the Welland precisely where the branch to Boston does, and in a manner similar thereto. It should be carried in a Line dividing the Upland from the

Flat Country, and terminating at or near Peterborough. By these means, the elevation would be small; and proper ground would be obtained for the Canal Works: and the Canal, being supplied with Waters, which now pass partly into the Welland, and partly into the Nen, those waters would be turned by Lockage to the respective Rivers, so as to injure neither. The Country, through which the Canal would pass, is very populous, and requires this communication: and the towns, and whole population of the Valleys of the Welland and the Nen, would thereby have an opportunity afforded them to benefit by the Navigation of all the Rivers which fall into the great Bay—with the choice of such of them as should best suit their interest and conveniency.

“ Having, I trust, stated satisfactory reasons why the former surveyed Line of Canal should be abandoned, and having hitherto been enabled to recommend other Lines only from a general Inspection of the Country, the Committee will readily conceive, that, until regular and careful Surveys and Sections have been made of the new Lines, it is impossible for me to enter into a more minute detail, either with regard to the precise situation of the Lines, or the nature of the works required, or to form any correct Estimate of the Expence. But if it be judged advisable, after this general explanation, to authorise me to proceed in getting these Surveys and Sections made, no time shall be lost in performing the Service, and furnishing the Committee with all necessary data, for making an application to Parliament.

“ In the mean time, I may venture to state, that, although from the Quantity of Lockage necessary to ascend to the Canals, already made upon the Summit of the Country, the Expence of the Line from Stamford to Okeham will be fully equal to the general Average of Canals of similar

Dimensions ; yet those from Stamford towards Boston and Peterborough, from their small Elevations—the favorable nature of the Ground—and from having, in the South Forty-foot Drain, about fifteen Miles of Canal nearly complete, as well as great Facilities in the Car Dyke, will be greatly under the general Average of Expende ; so that, upon the whole Scheme (embracing an Inland Navigation of from 60 to 70 Miles) taking into view its extensive Connections, there appears a fair Prospect of ample Remuneration for the Adventurers.

“THOMAS TELFORD.”

Stamford, 8th Jan. 1810.

Extract from Harrod's History of Stamford, published in 1785, relative to the Navigation from Stamford to Market-Deeping. Vol. ii. p. 427, and Appendix.

“IN the reign of James I. letters patent were granted by an act made in the reign of Queen Elizabeth for the making of the river Welland navigable ; and in 1664, articles of agreement were made between the aldermen and burgesses of Stamford, and Daniel Wigmore, gent. concerning the making of it navigable.

“ And on the 20th of September following, a lease was granted by the town to Mr. Wigmore, of the said river, for fourscore years, at the rent of twelve-pence a year, giving thereby the same privileges and liberties to him for that term of years as was before granted to them.

"This new river was completed by Mr. Wigmore, and the lease came afterwards into the hands of Charles Halford, esq. who desired to surrender it, petitioning the corporation, that in consequence of the great expence Mr. Wigmore had been at in finishing this undertaking, they would grant him a new one, with the power of renewing the same every fourscore years, paying them for every such lease 100*l*. which was granted. The property of the river next came into the hands of a Mr. Feast, but is now the property of Edward Buckley, esq. who applied to the corporation in 1784, for a further renewal of his lease, which hesitated in complying with his request, and consulted eminent council, who conclude their opinion thus : ' But if the corporation desire to have the opinion of the court of chancery upon the question, it may be obtained at a moderate expence, as there cannot be any disputed facts in the cause.'

"Mr. Buckley has lately granted a lease of the river to Mr. Alderman Smith, for 27 years.

"It appears to me very unjust and absurd, that any corporation should be empowered to grant perpetual leases; and deprive their successors of any advantage that might arise from the alteration of times or circumstances: the time ought at least to be limited to the longest liver of the granters.

"If corporations have the liberty of granting perpetual leases, they enjoy more power than even kings could secure, who have endeavoured in vain to bind *their* successors.

"The beginning of the act respecting the navigation of the river, recites, that it was granted through the petition, not only of the corporation, but of the inhabitants in

general; not only for the good of the town, but of the country also; and that the corporation were in trust for this general advantage: had his most sacred majesty imagined the corporation would have ever slighted this particular mark of royal favor, he would no doubt have given directions, in such a case, for the profits arising from the said river to be applied to the use of his heirs or successors.

"In a former history of Stamford, it is asserted that the corporation has granted a lease, with power of renewing the same every fourscore years, paying them for every such lease 100*l*. It may be asked, whence did they derive that power? even admitting that they could compel their successors to renew the lease, could they compel them to grant it on terms of their own prescribing.

"There seems to be a material difference between the giving houses, lands, &c. to a corporation for the *use of a corporation* alone, and the giving them *in trust*, to a corporation for theirs and the common good also; because in the former case the corporation have a right to sell or even to give away; but in the latter case, they can have no such right, because others have a share in the property; it is therefore the duty and interest of the corporation, in the latter case, to promote the common welfare."

THE NAVIGATION

OF THE

R I V E R N E N.

THE navigation of the river Nen from Wisbeach to Northampton is $107\frac{1}{2}$ miles : This navigation is divided into three districts, or divisions—the first of which is from Peterborough to Oundle, the second from Oundle to Thrapstone, and the third from Thrapstone to Northampton. But with a view to a more accurate delineation, I have subjoined a detailed account of the locks, and their respective distances, including the tolls, from Wisbeach to Northampton, in that course.

The first, or eastern district, of the Nen is the sole property of Wright Thomas Squire, Esq. of Peterborough. The second, or middle district, is the property of Daniel Yorke, Esq. of Farming-Woods ; and the third, or western district is the property of 37 proprietors or share-holders. These latter hold 137 shares, which amount to 5,653*l.* for which they receive an annual interest of about 4 per cent.

The principal trade upon the Nen is in coal, timber, deals, iron, wine, and liquors. The tonnage or toll from Peterborough to Northampton is 6*s.* 4*d.* per ton ; and on the railway thence to the Grand Junction is 1*s.* per ton. The freight cannot be accurately stated, being according to the demand

for vessels and the season of the year. The number of tons annually delivered at the wharfs from Peterborough to Northampton, including the town of Northampton, is nearly ten thousand. Upon opening a communication with the port of Boston, by a navigation from the river Welland at Stamford, to the Nen, the trade will be considerably increased on the Nen, particularly the coal-trade, as coals may be purchased at a less price at Stamford than at any port or place from whence the sea-coal used in the county of Northampton has formerly been brought.

There is a rail-road from Northampton, which joins the Nen with the Grand Junction Canal, at Blisworth, nearly five miles in length. But a canal is now going to be formed in lieu of it by the Grand Junction Company, from their canal, to join the Nen at Northampton; so that merchandize will go from and come to Stamford, in the same vessels to and from London or Birmingham.

Navigation

FROM WISBEACH TO NORTHAMPTON, AND THE GRAND JUNCTION CANAL.

	<i>Miles.</i>	<i>Pence.</i>	
From Wisbeach to			
Orton Staunch --	23	- 2	} <i>Charge per Ton or Chaldron, from the former place to Oundle, 1s. 6d.</i>
Allwalton Lock -	28	- 2	
Waternewton ditto	30	- 2	
Wansford ditto -	34	- 2	
Yarrell Staunch -	36	- 2	
Elton Lock - -	38½	- 2	
Warmington Staunch	41	- 2	
Berry Lock - -	44	- 2	
Catterstock Staunch	46	- 2	

	Miles.	Pence.	
To Ashton Lock -	48	3	} Charge per Ton, or Chaldron, to the latter place, 1s 6d.
Barnwell Staunch -	50		
Barnwell Lock -	53	3	
Lilford Staunch -	55½	3	
Wadnock Lock -	57	3	
Thorp Staunch			
Titchmarsh Lock -	62	3	} 1s. 11d. per Ton or Chaldron
Islip ditto - -	65	3	
Dinford Lock - .	6		
Woodford ditto - -	69		
Ringstead ditto - -	73		
Cotton ditto - -	74		
Artleborough Staunch	77		
Higham Lock - -	79		
Ditchford Staunch -	83		
Ditchford Lock - -	83		
Willingboro' Staunch	87		} 1s. 5d. per Ton or Chaldron.
Willingboro' Lock -	88		
Darrington Lock - -	90		
Hardwater ditto - -	91		
Craddick ditto - -	92½		
White Mills ditto -	94		
Whiston ditto - -	95		
Cookney ditto - -	97½		
Billing ditto - -	99		
Houghton ditto - -	100		
Barton Mills ditto -	101½		} 1s. 5d. per Ton or Chaldron.
Abbingdon ditto -	103		
Rushmill ditto - -	105		
Northampton ditto -	107½		

Northampton to Blisworth, on the Grand Junction, is a Rail-way, about 5 miles, and 1s. per ton.

RECAPITULATION OF COST OF TONNAGE.

To Oundle - -	1s. 6d.	} 7s. 4d. per ton.
Islip - - -	1s. 6d.	
Wellingboro' -	1s. 11d.	
Northampton -	1s. 5d.	
Grand Junction	1s. 0d.	

From Wisbeach to Peterborough is a river navigation, and no tolls, the distance 23 miles. The tide flows within ten miles of Peterborough.

The time consumed in going from Wisbeach to Northampton in ordinary periods when there are no freshes nor lack of water, is about five or six days.

The lockage, as particularised, 6s. 4d. per ton.

The freight, in ordinary times, 8s. and 9s. sometimes from 12s. to 14s. according to particular circumstances, and a sudden or great demand for craft.

A TABLE OF THE RATES OF TONNAGE, along the Canal, through Outwell, from the River Ouse to the River Nen ; payable to the Wisbeach Canal Company.

	s.	d.
For every chaldron of coals - - - -	1	0
— hundred of battens - - - -	1	0
— half hundred of single deals - -	1	0
— quarter of a hundred of double deals	1	0
— load of fir timber of 50 cubic feet -	1	0
— load of other timber of 40 cubic feet	1	0
— four packs of wool of 10 tods each -	1	0
— five quarters of oats - - - -	0	9
— five quarters of rye-grass, hay-seeds, } barley-big, or malt - - - }	1	0
— load of turf, reed, sedge, hay, flax, } or hemp, of 20 cwt. - - - }	1	0
— five hundred pantiles - - - -	1	0
— one thousand flat tiles - - - -	1	0
— five hundred bricks - - - -	1	0
— twenty cubic feet of stone - - - -	1	0

For every pipe, butt, puncheon, or piece of	}	1	0
wine or spirituous liquors -			
———— six sacks of flour of 20 stone each -		1	0
———— five barrels of ale, beer, or porter, of	}	1	0
36 gallons each -			
———— chaldron of lime of 40 bushels -		1	0
———— five quarters of wheat -		1	0
———— five quarters of barley, mustard,	}	1	6
hemp, rape, or linseeds, rye, pease,			
or beans -			
———— ton of clunch -		0	9
———— ton of all other goods -		1	0
———— vessel empty, or laden with a less bur-	}	3	0
then than three tons -			
———— vessel passing on a Wisbeach market-	}	1	6
day and laden only with passengers			
or goods not exceeding 3 tons, going			
to or returning from Wisbeach			
market. -			
———— chaldron of coals passing through	}	0	3
the Wisbeach sluice only, and deli-			
vered in the town of Wisbeach -			

For all other Goods passing through the said } One Half
sluice only, and delivered in the town } of the
of Wisbeach } usual Rates.



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 In the Years 1792, 1800, and 1808.

		HUEL.			BOSTON.		LYNN.			WIS- BEACH.
		1792.	1800.	1808.	1792.	1800.	1792.	1800.	1808.	
Parilla	C.	=	=	=	=	=	=	=	=	1808.
Brimstone	—	969	7304	—	=	=	=	=	=	=
Bristles	—	5	1954	1032	=	=	=	=	=	=
Cork	Doz.	24,039	43,916	35,381	=	=	887	=	=	=
Raisins	C.	2802	2397	3235	=	=	1663	2395	606	=
Rice	—	3706	8471	1144	=	=	=	=	=	=
Sugar, Raw	—	1593	5316	5412	=	=	=	=	=	=
Hemp	—	214	—	—	=	=	=	=	=	=
Hides	—	64,897	48,893	79,416	=	=	9386	2380	1523	=
Iron, Bar	No.	18,315	25,342	10,698	=	=	=	=	=	=
—, Cast	Tons	14,212	12,409	6306	115	=	1120	918	131	=
	—	1196	505	—	15	=	=	=	=	=

Linens, Canvas	C.	7465	834	108
Hessens	—	61	351	88
and Spruce	—	1909	3575	1797
German	—	192	474	17
Russia	Tuns	864	1756	4250
Oil, Ordin.	—	30	83	32
Train	Lasts	4914	32,393	19,069
Pitch	—	127,367	92,072	82,147
Seeds, Clover	lb.	48,537	141,243	5137
Smalts	No.	72,689	102,585	141,413
Skins and Furs	Gall.	87,623	230,278	88,545
Spirits, Brandy	—	14,054	2113	—
Geneva	—	1183	839	1317
Rum	Lasts	—	7745	—
Tar	—	—	—	—
Tallow	C.	1,145,147	86,999	—
Tobacco	lb.	8183	11,450	8128
Turpentine	C.	786	193	3907
Whaleins	—	2498	2041	2410
Wine	Tuns	1185	50	205
Battens	C.	6381	4979	4097
Deals	—	1495	733	398
Masts	No.	4808	3080	2355
Staves	C.	25,348	13,447	16,070
Timber, Fir	Loads	1055	32	417
Oak	—	605	1837	1590
Wainscot Logs	—	1,090,289	311,529	98,744
Wool, Cotton	lb.	—	—	—

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